THE LITERARY DIGEST

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TOPICS OF THE DAY

TURNING THE LIGHT ON OUR WAR-ACTIVITIES

PERSISTENT STORIES OF INADEQUATE CLOTHING for our soldiers in the cantonments, shortage of blankets, unsanitary conditions, and lack of ordnance, especially rifles and machine guns, determined Congress to discover for itself the exact truth about the condition and management of our great new war-machine upon which may depend at the last the fate of the civilized world. Soon after the opening of the present session, Governor Withycombe, of Oregon, telegraphed to Senators Chamberlain and McNair that Oregon National Guard troops at Camp Mills, Mineola, Long Island, were living in tents without floors, and that as a result there was considerable illness among them, some of it pneumonia. And on the same day Senator Wadsworth stated in an interview that "from all over the country where cantonments are located criticism has come regarding the lack of clothing for the soldiers and lack of arms." Not one cantonment, he affirmed, is adequately equipped with ordnance, in no camp are there light arms enough for more than half the men, and "at Camp Meade, Camp Yaphank, Spartanburg, and Camp Fulton, which I visited, I talked with men whose machine-gun battalions had never seen a machine gun." And "in the matter of clothes, the soldiers are worse off than in equipment," declared this New York Senator, who went on to say that "many men have no overcoats, thousands are wearing light summer underclothing, and in nearly all the camps, I am told, there is a shortage of blankets." After listening to an impassioned speech by Senator Reed, of Missouri, who dwelt upon these and other alleged defects in the functioning of our war-machine, the Senate Committee on Military Affairs by a unanimous vote ordered a sweeping, non-partizan, and constructive stock-taking of the War Department's activities, while at the same time the Senate passed a resolution authorizing the Committee on Manufactures to investigate thoroughly the fuel and sugar situation. "It is time the war should be the supreme and the only thought in the minds of Congress," declared the Missouri Senator, who continued:

"I regret the spirit of Congress, which has been for many months: 'Shift all responsibility to the President. Heap all these burdens upon the Executive. Let us wash our hands of responsibility. Let us say that the Government, during the war, consists of the Executive and his advisers.'

"Such is not the case. We can not escape these responsibilities."

Of the investigations ordered and to be ordered, remarks the Boston *Transcript*, the most important is that undertaken by the Senate Committee on Military Affairs, of which Senator Chamberlain (Dem.), of Oregon, is chairman. The country is a unit in desiring light on these vital matters, declares this paper, and a survey of the press seems to confirm its statement. "Whatever the resultant disclosures, the public interest will be benefited rather than injured," thinks the Los Angeles *Express*, which at the same time believes that "the Administration has devoted its best energies to the huge task it has confronted, and that on the whole, considering the limitations of time and experience, it has done its work even better than could be expected." "In war-time in a democracy it is essential that the full light of publicity be played upon departments and officials having to do with the conduct of the war," agrees the Denver *Rocky Mountain News*, which adds that "an investigation will relieve the anxiety of the relatives of those in camp, and ought to be welcomed by the Administration." It is on the subject of our preparedness in artillery in particular, says the Kansas City *Star*, that the country would like reassurance. For "soldiers can fight in overalls if they need to, but they can't fight without artillery." Moreover, "the American people could not be content to take it for granted that the chief of the Ordnance Department is doing what ought to be done. A lot of Englishmen took it for granted Lord Kitchener was doing what ought to be done, and it turned out he wasn't." "Pitiless publicity will not hurt us if it is inspired by a co-operative spirit and purpose and lights the way to better methods," remarks the Baltimore *Sun*. "If there have been errors in past management which investigation and general knowledge will help to cure, we can not have them gone into too soon or too thoroughly," says the Chicago *Herald*. Protesting that it "has no desire to find scapegoats or to make unreasonable demands for miraculous results," the Chicago *Tribune* goes on to say:

"Nevertheless, we are facing conditions in which explanations are an unsatisfying substitute for deeds. What is especially important for us to realize is that we are where results are demanded and that we are getting them very slowly. There is

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no disposition to seek victims, tho undoubtedly changes will be necessary in many executive departments and bureaus. But these changes are far less important than the proper co-ordination of war-work and the evolution of sound policies. This can not be brought about by shifting parts. It will only come when an adequate superior controlling and directing body, fully empowered, is decided upon. The creation of a real superior war-council should not be delayed by consideration of politics or personality."

"With eight months' notice this nation should have been able to provide for the ordinary needs of one million three hundred

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THE TWO BLIND MEN.

"Which hurts the nation's fighting spirit the most?"
—McCutcheon in the Chicago *Tribune*.

thousand men while in training-camps," said the Houston *Chronicle*. But the Springfield *Republican* warns us that "if these, investigations are to help win the war, they must be conducted very fairly and discreetly," because "muck-raking has its special dangers at this stage of the war." And in Secretary Daniels's Raleigh *News and Observer* we read:

"It is encouraging that the Senate Military Committee, which is engineering the inquiry into the conduct of war-preparations, says that it will be constructive and not critical. In that case the inquiry will doubtless be welcomed by the War Department. One of the committeemen says the idea is to put more punch into war-preparations; the achievement of the War Department has been marked by a degree of punch that has been a standing wonder, but there is always room for more punch."

Yet at the very beginning of the investigation Major-General Crozier, just reappointed by President Wilson as Chief of Ordnance of the Army, laid before Senator Chamberlain's committee some very startling testimony. This country, he said, will not have its own artillery in the field until next summer, and then only guns of six-inch caliber and less. Until then we shall have to depend upon France and England for our guns. A year and a quarter or so after the declaration of war, according to General Crozier, we shall be "pretty well caught up on the most important things." Our unpreparedness in rifles and guns he explained as follows:

"It is apparent that the original program for one million men did not contemplate our participation in the war. We comprest the five-year program into one year, when it immediately became apparent that the one-million program would not do. . . . . .

"We did everything we could to get the manufacturing establishments of the country going on orders in anticipation of appropriations. One obstacle was that many manufacturers did not care to spend money or could not secure loans in advance of actual appropriations. That caused very considerable delay."

He went on to say that just before the United States entered the war last April small-arms manufacturers in this country were making 10,000 rifles daily for the Allies, while to-day our average daily output is only 5,000. But the sensation came when, in answer to a direct question, he placed the blame for our lack of machine guns squarely on Secretary Baker's shoulders. To quote the Washington correspondent of the New York *Times:*

"Not only has the Government failed to equip its men in training-camps with enough machine guns and rifles, but, General Crozier said, it has not sent one machine gun from this country to its Army in France.

"The Chief of Ordnance revealed that altho Congress, on August 29, last year, appropriated $100,000,000 for putting the Army on a war-basis, no step was taken actually to turn out machine guns until last June. Meanwhile the War Department allowed the American factories to make munitions for the Allies.

"Through failure to quickly organize the nation's ordnance-making industries, General Crozier said, the War Department allowed time to lapse. More delay occurred in adopting a type of machine gun, the Government eventually deciding upon the Browning light model, the invention of an American. But, altho this gun was adopted last May, there has not been one turned out by the Government.

"Not until next spring, said General Crozier, will the Browning light machine gun, the type of light gun with which the entire American fighting force in France is to be equipped, be turned out. The fault for this delay, he did not hesitate to say, was clearly up to the Secretary of War.

"General Crozier did not put the responsibility upon the Secretary of War for the delay in equipping the American forces until members of the Senate Committee, amazed at the disclosures he was making, insisted on knowing exactly the reason for the delay.

"'I am not at all satisfied with this long delay in getting our Army ready,' remarked Senator Chamberlain, chairman of the committee, impatiently. 'I don't understand it.'

"'And I was not satisfied myself,' asserted General Crozier.

"'Who was to blame for it?' demanded the Oregon Senator.

"'The Secretary of War,' was the reply."

Turning to the subject of our rifle-supply, we read:

"General Crozier went into detailed explanation of the work undertaken by the Government arsenals to make the new Enfield rifle so as to use the old British cartridge; by doing this, he said, the Enfield rifles and cartridges used by the British and American forces would be interchangeable. In the meantime arrangements were under way to turn out great quantities of Springfield rifles, so as eventually to have the American forces equipped with them."

In another Washington dispatch to the same paper we read that Secretary Baker "declined to comment on the statement as to machine guns further than to say that the Browning gun was a new weapon approved by the special board he appointed to consider the question of light machine guns for the troops. It is quite proper for the Senate committee to be anxious to help develop our war-plans," the War Secretary went on to say. "If there has been delay, the committee will naturally want to know why. When General Crozier is questioned by the committee, it is his duty to tell what he knows."

At the same time, David Lawrence, writing from Washington to the New York *Evening Post*, tells us that "the one man who is attacked less than anybody in the War Department is Secretary Baker." Speaking at the annual dinner of the New York Southern Society on December 12, Secretary Baker himself said:

"People are sometimes disposed to adopt a complaining tone about our efforts—not many, but here and there one. There are two ways of looking at this war and our preparation for it. One is to look at what we have done, and one is to look at what we have not done. If we realize that practically every activity of the Government associated in this business has been required in a very short space of time to expand 3,000 per

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cent., if we take account of the things that actually have been achieved, not only will we find that we have won the admiring commendation of visitors from the Old World, who are familiar with what they have done and are still amazed at our progress, but we will find sound ground for pride in the strength, capacity, and greatness of our own people.

"Now, I am perfectly aware that in any great enterprise where one starts in wishing to achieve everything and to accomplish all, in the mere rush of preparation there are things for which the industry of the country was not yet adequately prepared; things which time will right, and so if one goes about with a critical and fault-finding spirit, he can always find enough to satisfy that sort of spirit—it does not take much."

The presence of men of our new National Army on the Western battle-front "already establishes America as moving faster in one respect than any of the other non-militaristic nations engaged in getting into the war," declares the Macon *Telegraph*, which goes on to say:

"Three months ago these selectmen now 'over there' were leading the commonest sort of a civilian life, ignorant of all military procedure and essentially non-warlike in their outlook. To leave counter, office, farm, and shop, armed only with a suit case and one suit of civilian clothes and land in ninety days, outfitted, equipped, and absorbed in fighting legions going through their last, fast, and important paces before going into front-line trenches constitutes a record."

Turning to the charge of insufficient clothing for the men in the cantonments, we find it specifically refuted in regard to at least some of the camps. Thus Mr. James A. Holloman, camp-editor of the Atlanta *Constitution*, testifies as follows concerning conditions affecting the 82d Division at Camp Gordon:

"The Government has accomplished results little less than marvelous, considering this National Army division has been assembled less than three months and the congested condition of mills and transportation arising from so big a general program to quickly offset a nation's preparedness. At Camp Gordon 75 per cent. of the men have overcoats, all have winter clothes, all have the regulation supply of blankets, 75 per cent. of the men have guns and an adequate supply for entirely equipping the division is on hand. Every machine-gun company has two Colt and two Lewis machine guns. All advanced training is participated in without embarrassment from lack of supplies. This division is already fit."

At Camp Upton, New York, there is no shortage of clothing or blankets, according to Brigadier-General Evan M. Johnson, acting commander of the division training there.

Editorial confidence in the purely patriotic and disinterested motives behind the investigation conducted by the Committee on Military Affairs is proclaimed by all sections of our press, but this confidence is not so much in evidence when it comes to the inquiry undertaken by the Committee on Manufactures, which is investigating the departments headed by Herbert Hoover, Food Administrator, and Henry Garfield, Fuel Administrator. Says the New York *World:*

"What is to be thought of an inquiry into the coal and sugar situation which is put in charge of a committee of which Senator Reed of Missouri is chairman, and Senator La Follette, of Wisconsin and Senator Vardaman of Mississippi are influential members? Senator Reed, who is to investigate Mr. Hoover, was the most bitter opponent of the Food-Administration Bill and of Mr. Hoover's appointment. It was largely through his efforts that this highly important legislation was delayed for months, and when it was finally enacted the Government was deprived of the power that it needed for adequate control and regulation.

"It is possible that the Reeds, the La Follettes, and the Vardamans of the Senate can be trusted to make an impartial investigation, and that they will even recommend to Congress without prejudice any additional legislation that may be necessary to strengthen the hands of the Administration in carrying out its war-policies. But human nature is human nature, and it would not be astonishing if skeptical souls should appear who will demand strong proofs of the committee's good faith before they take its work seriously."

A HARD GERMAN DRIVE COMING

GERMANY'S PROFEST CONTEMPT for America's war-preparations is somewhat belied by evidences of her desperate determination to win before our soldiers arrive in force. Thus dispatches tell of westward-moving German troop-trains, congesting the roads to Flanders, of Austrian forces shifted to the French front, and of a growing intensity of Teutonic artillery-fire along the whole Western lines.

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"WHO GOES THERE?"
—McCutcheon in the Chicago *Tribune.*

"It is common talk in Vienna," writes a Bern correspondent, "that Austrian troops will take part on a big scale in the operations that the Germans are preparing against France in order to obtain a definite result in the West before the American Army is ready to prevent the realization of such an enterprise." Berlin herself alludes to the "strong reenforcements" received by her Western armies, and a Paris dispatch of December 11 to the New York *Morning Telegraph* describes the Allied armies as waiting for "the most powerful German offensive since 1914" to strike somewhere along their 360-mile Western front. Germany's only hope of victory, explains a London correspondent of the New York *Tribune*, lies in a "knock-out" blow, because she is "battling against an opponent whose strength is growing with every round, and who in the course of time inevitably will be the stronger." Therefore, observers warn us, December is likely to witness the beginning of a supreme military effort on the part of the Central Powers, in which they will hurl against our Western lines millions of men released from the Russian front. "The sole remaining chance for a German victory in this war," declares Mr. Frank H. Simonds, military expert of the New York *Tribune*, "lies in an offensive which shall dispose of France before the United States can arrive."

From Washington also comes Secretary of War Baker's warning that the United States must speed up military preparations to offset German plans against France that have been maturing since the defeat of the Russian armies at Tannenberg early in the war. The peace negotiations with Russia have now made it possible to shift and mass men to execute these plans. To meet this menace, says Secretary Baker, "it is not sufficient to

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TRUSTFUL IVAN.

—Pease in the Newark *News*.

"AND ONE OF YOU SHALL BETRAY ME."

—Darling in the Spokane *Spokesman Review*.

THE REASON WHY GERMANY CAN STRIKE ON THE WESTERN FRONT.

prepare to fight, we must prepare to win." To quote him more fully:

"We must recognize plainly that the situation in the Eastern theater has brought about a very decided change in the strategic possibilities of the military situation in the West.

"Germany, by leaving only skeleton divisions in the Russian area, by concentrating all available guns, munitions, and men in the theater of operations in the West, has been able to mass a relatively greater force than she has been able to mobilize in France in the past.

"This explains the success which the enemy was able to achieve in driving the British back from Cambrai. It would not do for us to minimize its importance.

"The enemy realizes that he finds himself temporarily in a singularly fortunate position, and he can be counted on to take the utmost advantage of it.

"For a long time past he has been preparing his plans for just such an eventuality as would arise when Russia should enter upon negotiations for a separate peace, which has been a principal German objective ever since the battle of Tannenberg."

The normal strength of the Germans in the West, according to the military expert of the New York *Times*, has been about 160 divisions, or, approximately, two and a half million troops. "But in the last three months," he says, "nearly twice as many divisions have been identified, so that the number of German troops in France and Belgium has been, during that period, not less than four and a half million." We read further:

"Opposed to the Germans in the West there are certainly not less than four million British and French. For the first time, then, since the first year of the war, Germany finds herself numerically superior to her enemies. And, moreover, there is every indication that this superiority will be maintained at least until the summer of 1918, possibly until the winter.

"Germany has every available man at the front. The possible recruiting during the year will be small. But equally so will be that of France and England. France has drained her manpower, Britain likewise has thoroughly combed her population for men of military age and fitness. The indications are that summer will find not more than a half-million American troops in Europe, so that, at best, Germany's numbers will be hardly more than equaled."

Reminding us that the conditions which induced the Crown Prince to launch the battle of Verdun in February, 1916, are virtually duplicated to-day, the *Times* expert turns to the question: "Where is a similar blow likely to fall now?" An examination of the Western battle-line convinces him that the main German weight will be hurled against the Champagne sector. After discussing and dismissing the various other British and French sectors, he says:

"There is left, then, only the front between Reims and Verdun—the Champagne front. First of all, there is an excellent reason why the French should be the ones to receive the blow. France is, of the Powers in the West, the most nearly exhausted. Another Verdun, with its terrible losses, might well tax her beyond her strength. And the front in the Champagne offers attractive rewards as the result of success in a German offensive effort. On the east the French positions in the Argonne Forest would be turned, forcing the French to pull their lines back and converting the Verdun lines into a narrow-necked wedge, almost three-quarters surrounded. Indeed, the French position would not be dissimilar to that of the British in the salient before Cambrai, which they were compelled to evacuate. In the same way the whole Verdun position might be taken without frontal attack, provided the Germans could bite deeply enough into the Champagne country. To the west of the line of advance the position of Reims and of the line along the Aisne heights would be generally the same, so that the entire French line, from Soissons to St. Mihiel, might be affected."

Public opinion, agrees the New York *Globe*, "should prepare itself for the launching of a great German effort and for the effort to have some degree of success in its initial stages."

While the German leaders are loudly declaring their absolute confidence that Germany will win the war, there reigns among the British soldiers in the trenches, we are told, a no less confident belief that Germany's military hopes are already doomed, and that a complete Allied victory is only a matter of time. If, as General von Ludendorff says, "modern war is a war of peoples, not of armies, and a war ends now when an enemy people is defeated," then there is reassurance also in the confidence with which the American press look forward to the coming crisis in the field—a confidence epitomized in that "ultimatum of democracy," President Wilson's address to Congress. "Germany is preparing for the greatest slaughter of German young men on the Western front since the war began," remarks the New York *Morning Telegraph*. And the New York *Evening Sun* reminds us that—

"Man-power has been proved inadequate to overcome trench tactics. Artillery-power has failed to do more than make small breaches in the line. Under these circumstances the possible offensive that would expose giant masses of the Germans to the Allied fire is to be hoped for, rather than apprehended."

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IS THE GOVERNMENT COMPETENT TO RUN THE RAILROADS?

GOVERNMENT INEFFICIENCY as shown in war-work is the charge on which some editorial observers oppose government operation of the railroads, but those who favor it for the duration of the war argue that unification of the systems is an absolute necessity for victory. Great Britain was in the same predicament in the first stages of this struggle, the New Orleans *Times-Picayune* recalls, and promptly nationalized the railways, guaranteeing security-holders the same dividends they had received in peace days. Among the advantages of the new order this journal notes that all trains *de luxe* could be taken off because competition had been abolished, and an immense staff of clerks could be dispensed with because it would be no longer necessary to divide receipts among the various lines. Under the new plan each station keeps the money it takes in and turns it over to the Government, and "one need not be an expert to perceive that such a system would mean a vast economy of time, labor, and cash in our case." *The Times-Picayune* thinks also that the British plan affords the "benefits of public ownership without the inevitable dangers," but is chiefly concerned with the fact that no half-measures will do in this crisis of America's and the world's fate. The New York *American*, which stanchly crusades for government ownership, quotes Mr. C. S. Mellen, formerly president of the New Haven system, as advocating that the Government take over the management of the railroads for the time and "consider later whether its control should be made permanent after our present duty of winning the war is behind us." But Mr. E. P. Ripley, president of the Santa Fé system, is quoted in the Kansas City *Times* as saying that government operation of railroads would end in failure because "railroading is a great scientific industry," while government is "a political machine," and in Mr. Ripley's opinion a political machine can never succeed in the management of a great industry. *The Times*, which differs with Mr. Ripley, holds that the way to have government operation successful is to retain successful railroad men like Mr. Ripley in charge, and observes:

"The Government has already sought the services of such men in the railroad work now in progress. It has sent the vice-president of the Pennsylvania system to France to build railroads. It has taken the president of the Baltimore & Ohio for one important position, and the president of the Southern system for another, and the president of the Union Pacific for another.

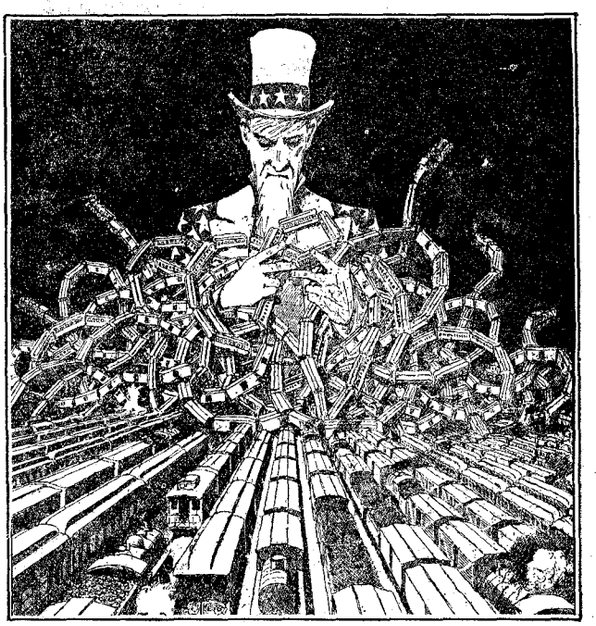
"There is no reason why the Government should not operate the roads in the war-emergency on the same basis as under a receivership, with the existing staffs. Mr. Ripley, of course, ought to be in charge of the Santa Fé system—unless his services were required higher up. Only the roads would be operated as a single system in the interest of the whole country, without regard to the profits of individual lines."

The Kansas City *Star* believes the country is ready for radical measures, and, recalling England's procedure, says that what the British Government has done the American Government can do. The St. Louis *Star* calls attention to the increased demand for service by the railroads, a demand nearly 100 per cent. above that of peace times, but faced with scarcely any additions to the motive power and car capacity, and it says: "There must be a tremendous addition to railroad rolling-stock and other facilities. The roads have neither the money nor the credit with which to pay for it. The Government has the credit and can get the money. That is the only way out." The St. Louis *Globe-Democrat* doubts whether government control would be effective, yet admits that it would have certain distinct advantages, and it, too, cites England's procedure with approval. At the same time we are reminded that this is a temporary arrangement for great emergency and that "such control has no necessary relation to government ownership. It is a stewardship, assumed under the stress of a great necessity, and to be fully accounted for when the stress is removed."

Among the journals opposed to government control is the Chicago *Tribune*, which tells us that in the eight months we have been at war the Government has undertaken the management of a variety of great enterprises, and—

"Our judgment as to the success of that management should have an important bearing on the proposed solution of the railroad problem through governmental control.

"It is not the purpose here to criticize the experiments in governmental management which have thus far been made.



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A TANGLE THAT ONLY HE CAN SOLVE.

—McCay in the New York *American*.

But it must be set down as the considered verdict of impartial observers that these experiments have not been conspicuously successful. The most important project of all, ship-building, has got along the worst. William Hard is authority for the statement that more ships would have been constructed if the emergency-ship corporation had never been created.

"During these eight months the railroads have been called upon to play an enormous part in the Government's war-activity. They have met the demand practically to the limit of their capacity. The statement is made that they have carried 25 per cent. more traffic than last year.

"This record may fairly be compared with the record made in industries under Federal management. The comparison, to say the least, gives no encouragement to advocates of governmental control."

To add to the staggering burdens of the National Administration direct responsibility for the conduct of the railways, says the New York *Wall Street Journal*, would be to "invite disaster," and it urged that the Railroads' War Board be empowered with "all the freedom and the powers that it can legitimately use, and then to hold it inexorably responsible for the results." The New York *Herald* maintains that England's action in taking over the railroads is not necessarily a good example, for "the area of England and Wales is only 58,000 square miles, compared with the 3,000,000 square miles of the United States, and English railways, reduced to single track, are much less than 60,000 miles, as against about 270,000 miles operated in this country." The New York *Times* notes the statement of Mr. Fairfax Harrison, chairman of the Railroads' War Board, that American lines are taking care of a volume of traffic more than 50 per cent. greater than in 1915, and "without material enlargement in plant, and *The Times* proceeds:

"The Federal Government has about 800,000 soldiers in its

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training-camps. Many are without blankets; altho they are called to service for fighting, not all of them have rifles. There is a lack of comforts, of the necessary equipment. How is it possible to argue that the Government, with these inefficiencies proved against it, would be able to manage efficiently the great railway system of the United States, employing more than 1,500,000 men, carrying an annual total of 1,500,000,000 tons of freight, operating more than 250,000 miles of line, transporting more than 1,000,000,000 passengers a year, and having operating expenses of $2,500,000,000 a year? The business of the railways is greater than that of the Government, save in war-time. It is much more complex and difficult, as appears from the fact that while the railways can successfully be operated only by trained men, we are accustomed to entrust the business of the Government to whatsoever persons the people may elect, with little regard for their previous training."

The New York *Commercial* considers Government control an extremely dangerous experiment, which "has not worked well in regard to food and ship-building." It must prove still weaker in handling such a technical business as the railroads, in the view of this authority, which believes that "given financial assistance, freedom from legal fetters, and protection against labor troubles," the railroad executives are better qualified to unify and operate the lines "than any new board that would waste time in learning what to do and how to do it." That the railroads will have to be run by railroad men is the opinion of the Pittsburg *Dispatch*, which is in the center of the zone of traffic congestion, and observes:

FISHERMAN'S LUCK.

—Morris in the New York *Evening Mail*.

"It may be asked, then, what advantage there can be in government direction, since presumably the same men must have charge of the actual operation. Or the question may be turned around and it may be inquired what cause of delay or confusion under the present system of railroad operation can be removed by transfer to governmental operation. The Government already has its priority laws. What more could it do if it attempts to direct the highly technical operation of the roads itself? Commissioner McChord, the advocate of government operation, admits in his own brief that most of the delay and confusion has been caused by the conflicting and diversified efforts of various governmental agencies to secure priority for their own needs. If that is the case the union and simplification needed would seem to be in the Government's own activities.

"As to the financial needs, if the railroads can not obtain the capital required for the betterments essential to meeting the task before them, the Government surely might as well loan them the money as to underwrite the war-contracts of our Allies with American manufacturers. One is as necessary to win the war as the other."

From Washington a correspondent of *The Railway Age Gazette* (New York) tells us the opinion has been exprest in some quarters that railroad executives—

"would succeed much better if directed by a government transportation director 'who knows no more about railroading than Dr. Garfield knows about coal,' as one writer put it. The same writer said that Dr. Garfield's 'success' has been attributed to the fact that he knows no more about coal than the average man who occasionally tends his own furnace; that he glories in the fact and that the President had appointed him for that reason."

A TAX THAT PASSETH UNDERSTANDING

THE "TAX ON BRAINS," as Section 209 of the War-Tax Law has freely been called, seems to be no more popular with the editorial fraternity after a two months' acquaintance than it was when Congress first introduced it to the country just before adjourning last October. In the national capital, the Washington *Herald* now condemns this personal-profits tax as "the worst botch of financial law-making that we have ever seen." In the nation's financial center the New York *World* holds it up as "probably the most horrible example of the kind bearing the stamp of American statesmanship." And *The World* observes that while Congress is in an investigatory mood, it might as well scrutinize one or two of its own acts for "if any other department of the Government had produced such a monstrosity as the recent War-Tax Bill, impeachment proceedings would undoubtedly be in progress." These are not isolated complaints, but representative newspaper voicings of what the Newark *News* refers to as "the protest of a muddled and irritated nation of producers."

Now the trouble, as the Richmond *Times-Dispatch* takes pains to point out, is that "any system of taxation which is so complex that neither the tax-collector nor the tax-payers can interpret it, is wrong." The Virginian editor recalls how Secretary McAdoo, whose department takes in the Government's tax-collecting activities, several weeks ago appointed an Advisory Board on Excess Profits. These experts found themselves unable to construe the puzzling excess-profits provisions of the Revenue Act. Then three eminent lawyers were called in to give their counsel, and "these two commissions are sitting in Washington daily poring over the new law, seeking some fair means of assessing the new taxes and hoping to put reasonable clarity into the law." Thus the "tax on brains" seems to be taxing the combined brains of the Secretary of the Treasury, the Commissioner of Internal Revenue, and all their expert advisers. Meantime, *The Times-Dispatch* continues, turning from the tax-collector's problem to the tax-payer's—

"Individuals and corporations are deeply in the dark about the whole business. 'Experts' have been retained by many great corporations to determine what these interests will be called upon to contribute. One great enterprise engaged two such specialists and found that their reports were nearly $50,000,000 apart as to the sum of that corporation's earnings subject to excess-profits taxation.

"It is, of course, proper that excess profits should be taxed, and that other assets of individual and corporate bodies should be called upon to help bear the cost of the war. Upon this fact there can be no argument, but it likewise is proper that Congress should write its tax laws in language that may be comprehended at least by the Treasury Department itself."

The demand for an overhauling of the Revenue Act of October 3 has been echoed in Washington, as the correspondents have duly noted. Senator Smoot, an experienced Republican member of the Senate Finance Committee, would have the

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existing revenue laws repealed, both that of October 3 and its predecessor enacted a year earlier. His plan would be to "wipe the slate clean and bring in a new bill that will have written on its face, so plainly that anybody can understand, that it is the revenue bill designed to meet the war-taxation needs of the country." But Chairman Kitchin, of the House Ways and Means Committee, declares that "there is no intention of repealing the law." Mr. Kitchin's committee will, however, so a New York *Times* correspondent gathers, heed any suggestions coming from the Treasury Department as to specific changes. Amendments to the excess-profits provisions are certain to be introduced, tho their chances of adoption are still held to be problematic. But the clause exempting salaries of members of Congress from the operations of Section 209 levying on personal earned incomes, which has aroused so much caustic comment, will certainly be repealed, it is thought, for amendments to this effect were presented in the opening hours of the session and favorable action by the Ways and Means Committee has been announced in advance by a majority member.

But the mere elimination of this joker, insists the New York *Sun*, will not be enough, for it would not come anywhere near curing "the great defect and the crying injustice of that special 8 per cent. tax." And *The Sun* asks us to consider for a moment how unjust it really is:

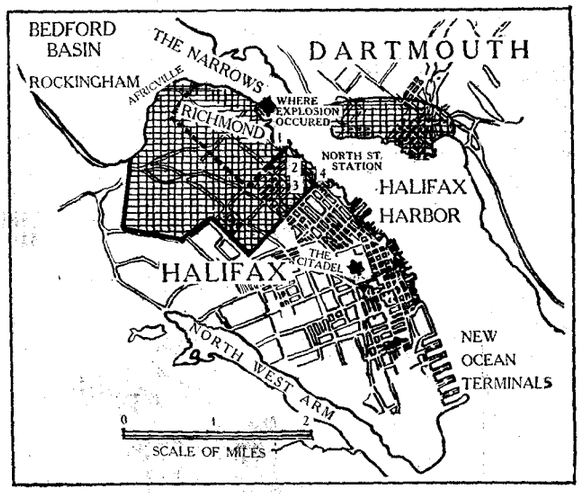
"A man, for example, who has a salary of $15,000 a year, who works to earn it, who perhaps is compelled to spend it all during the war and who even may not have been able to save a penny before, will have to pay every dollar of income tax that a man possest of hundreds of thousands of dollars of securities will have to pay—the regular income taxes—and then, on top of that, will have to pay the special tax of 8 per cent. on the difference between $6,000 and $15,000, making his total taxes roughly twice as heavy as those of the man who needn't do a lick of work because he has an income of $15,000 out of securities locked up in a safe deposit.

"In corresponding measure this is true of the man who has a salary of $10,000, or $8,000, or anything above $6,000.

"In other words, the man who earns his living by working for it every day has to pay under this provision more taxes, dollar for dollar of income, than an Astor or a Rockefeller. That's the thing Congress needs to get after with an ax."

THE BLAME FOR THE HALIFAX TRAGEDY

A GERMAN FLEET off the coast of Nova Scotia might have bombarded Halifax for hours without causing the damage done by the explosion which wrecked the city on the morning of December 6. The disaster, indeed, was received by the press of Canada and the United States as no less truly an incident of the war than such a bombardment would be, while the 1,300 dead and the thousands injured are held to be, in the words of the Toronto *Globe*, "as truly war-victims as if their city had been laid waste by the enemy's guns." Whatever official investigation may disclose concerning the immediate responsibility for the harbor collision causing the explosion, the final blame, editors in both countries agree, must be laid at the door of the German ruler who first let slip the dogs of war. This vast tragedy will serve, the Montreal *Herald* is by no means alone in thinking, "to bring home to us more vividly the frightful crime against humanity of those who deliberately planned the war." The Montreal editor continues:



THE CITY OF SORROW.

Shaded section shows area where the damage was heaviest in the most deadly explosion known. Confined between the steep shores of the Narrows, its full force was spent on the city. The sound was heard and the shock felt from fifty to one hundred miles away.

"Halifax is a war-victim just as much as are the ruined cities of Belgium and France. The catastrophe is the direct result of the important part which Halifax has taken in the work of forwarding supplies to those brave armies which are holding back the tide of crime and wanton destruction which threatens to sweep over the world and engulf civilization."

On Thursday morning, the 6th of December, the people of Halifax were beginning their day's work or pleasure, and talking or thinking of death and destruction as part of the necessary accompaniment of a war being fought on the other side of the broad Atlantic. But in the Narrows connecting the outer harbor of Halifax and Bedford Basin, two ships were approaching each other. The *Imo*, a Norwegian freighter, on Belgian relief service, was going out to sea. The *Mont Blanc* was coming in, laden with 4,000 tons of munitions, including 580 tons of the deadly T. N. T., or trinitrotoluol. Each vessel at first kept to its right hand or starboard side of the channel. According to survivors of the *Imo*, there was a slight mist and whistle blasts indicated that the approaching vessel was cutting across the *Imo's* course. The pilot endeavored to steer aside,

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SEARCHING THE RUINS IN HALIFAX.

Premier Borden is seen at the extreme right.

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but could not do so in time. The captain of the *Mont Blanc*, as quoted in the press dispatches from Halifax, declares that it was a clear morning and that the *Imo* left her proper course and disregarded signals, making a collision inevitable. At any rate, the vessels struck about 8:30. The relief ship, on seeing fire break out on the *Mont Blanc*, backed away and was successfully beached. Tanks of benzin on the *Mont Blanc's* deck caught fire. The flames spread and the crew took to their boats, realizing that a deadly explosion was imminent. It was at 9:06, according to certain watchers in the Halifax citadel, as reported in the New York *Tribune's* correspondence, that the T. N. T. was touched off. These observers saw a mountain of black and white smoke shoot skyward some six hundred feet, spreading over half the city and harbor, and this "was followed by an upheaval of water that drove enormous waves for two blocks up the sloping sides of the city." This account continues:

"Every one engulfed by this mixture of powder, coal, and vapor, the living as well as the dead, were blackened beyond recognition. Rivets, chain links, pieces of deck gear, and plate fragments were picked up a mile and a half from the water-front. Telephone-poles, a foot in diameter and a half mile away, were whipt by the concussion and broken off at the base. Nearly every victim found along the harbor-front had been stript of clothing by the shock."

What the explosion did besides killing 1,266 people, and injuring twice as many more, including some 400 blinded by falling glass, is thus briefly set forth by the Chicago *Herald:*

"Wrecked over half of Halifax.
"Destroyed railway terminals and tracks.
"Sunk ships at anchor and killed sailors on board.
"Razed or wrecked nearly two miles of buildings.
"Hurled pedestrians against buildings, killing them.
"Destroyed vast quantities of war-stores and munitions.
"Killed telegraph operators at their desks four miles away.
"Smashed telegraph, cable, telephone, and lighting systems.
"Wrecked huge grain elevators, scattering their contents for miles.
"Killed scores of children at their school desks when buildings collapsed.
"Wrecked miles of dockage and destroyed thousands of tons of freight.
"Set fires that destroyed millions' worth of property and merchandise."

When anything untoward happens nowadays it is wise, so the Savannah *News* suggests, to apply this rule, "Look for the Kaiser's hand." But the Dominion's counsel at the inquiry into the Halifax disaster says, as reported in the New York *Sun:*

"So far as any German responsibility is concerned it is inconsistent with the evidence. Why should a Belgian relief ship want to ram the *Mont Blanc?* Besides, the *Imo* did not know what cargo was aboard and made no attempt to escape after the collision, as she would have done had the nature of the cargo been known.
"All talk of German plots in this connection is unfounded."

Carelessness, rather than a German spy, is held responsible by many editors for what happened to Halifax. The Boston *Transcript* thinks us bound to recognize "a hit or miss sort of management" at Halifax, for, it observes, "a wise control does not subject a reservoir of death and a priceless store-house of the materials of war to the exigence of a confusion of whistles in a crowded harbor." The Buffalo *Express* expects the official Canadian inquiry to bring about new harbor rules relating to munition-ships, and it adds that altho New York and other ports learned something from disasters like the Black Tom explosion, "they may see a further lesson in what the Canadian authorities learn and decide about Halifax." Noting that the benzin carried on the *Mont Blanc's* deck was apparently responsible for the rapid spread of the fire, the New York *Journal of Commerce* calls it a serious question whether such inflammable liquid in wooden vessels should be carried on the same vessel with such a cargo. And it thinks this question even more important: "Is it necessary to take such cargoes into a harbor like that of Halifax or any other important or populous port for inspection?"

TOPICS IN BRIEF

ECONOMY is a saving grace.—*Wall Street Journal.*

IT appears now that the original Maximalist was little Oliver Twist.—*Boston Herald.*

THE world also has the spectacle of the bear that walks like a lamb.—*Newark News.*

THOSE disgruntled trainmen must be brought to realize the priority of the Union over the unions.—*Nashville Southern Lumberman.*

WE have in the world too many Germanized Socialists and too few socialized Germans.—*New York Sun.*

"BOLSHEVIK" is singular. "Bolsheviki" is plural. Also Bolsheviki are singular.—*Chicago Daily News.*

PRESIDENT WILSON says we will fight till "the last gun is fired." Also till the last Hun is fired from Belgium, France, and various other countries.—*Chicago Herald.*

HAS the editor who referred to Mr. Caillaux as being disloyal arranged all his bequests and testaments, in case Mme. Caillaux sends in her card?—*Kansas City Star.*

THE Kaiser seems determined to have so many of his fighting men killed off that there will not be enough left after the war to start a revolution.—*New York Morning Telegraph.*

IT is said that "Bolsheviki" is in no standard dictionary, which is not strange when it is considered that the Bolsheviki are not up to standard in any other way, either.—*Philadelphia Inquirer.*

IF Lloyd George's latest proposal, free medical attendance for everybody, goes through Parliament, good health will no longer be the distinguishing characteristic of the poor.—*New York Evening Post.*

WHY not a synthetic substitute for Kaisers?—*Wall Street Journal.*

MOUNT LASSEN has quit. There was too much competition.—*Chicago Daily News.*

THE German idea of an armistice is that the other fellow stops fighting.—*New York World.*

ON the instant that Mr. Kerensky said he was tired, he disappeared. No man can afford to be tired in a revolution.—*St. Louis Globe-Democrat.*

AUSTRIA now favors a "speedy peace." As we recall it, she also favored a speedy war.—*Brooklyn Eagle.*

SANTA CLAUS is getting ready to go over the top.—*Chicago Daily News.*

WHEN the worst has happened Germany may gladly find refuge in the declaration of the Allies for the protection of the rights of weak nations.—*Newark News.*

WHY not a law providing that in case the accused is pretty she shall be dismissed and the State saved the cost of trying her for killing her husband?—*Terre Haute Star.*

THE next time it is announced that Russia has staged a "bloodless revolution" we're going to wait for the official report before tendering congratulations.—*Philadelphia Inquirer.*

THIRTY-SIX billions, Secretary McAdoo's estimate of the cost to the United States of war for two years, is an item hard to grasp, but democracy has no price that democrats can not pay.—*New York World.*

THE average citizen will find that one of the easiest things he has been asked to do in order to help the war along is a faithful compliance with Secretary McAdoo's request to restrict the use of gold coin.—*Philadelphia Inquirer.*

AND HE WANTED A DOVE.
—Tuthill in the St. Louis *Star.*

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FOREIGN - COMMENT

GERMANY'S DEEP-LAID PLOT AGAINST US

"THE MOST DANGEROUS FOE OF GERMANY in this generation will prove to be the United States." Thus prophesied Dr. Otto Hötsch, professor at the War Academy in Berlin, in an article in the *Alldeutsche Blätter*, on August 23, 1902, and the learned doctor has certainly prophesied better than he knew. How completely America has upset the whole German apple-cart can only be appreciated when it is realized that decades ago Germany planned first to conquer Europe and then to attack and dominate an isolated and helpless America. Open avowals of this conspiracy have been collected by the United States Government in a brochure entitled "Conquest and Kultur," compiled by Professors Notestein and Stoll, of the University of Minnesota, and issued by the Committee on Public Information at Washington. From the evidence there collected it can be seen that the Germans have been by no means reticent about their intentions, and they seem to have calculated upon the good-natured Anglo-Saxon's refusal to believe the Teuton capable of such depths of long-sighted villainy. This side of the question is emphasized by the Committee on Public Information when it quotes the letter of Dr. W. T. Hornaday in the New York *Tribune* of August 11, 1915, containing the statements made to him by Maj. M. A. Bailey, who recounts how he traveled with Count von Goetzen, one of Germany's military attachés, from Santiago, Cuba, immediately after the Spanish-American War. On their way to America Count von Goetzen confided to Major Bailey, twenty years in advance, the history of the beginning of this war, and Major Bailey's account runs:

A FRIGHTFUL MISTAKE SOMEWHERE.

THE KAISER (as American troops march through London)—"This is all wrong, I tell you! I—I was to do this march!"

—*Sydney Bulletin.*

Another mistake is seen in the number of stripes in the flag.

"Apropos of a discussion . . . on the friction between Admiral Dewey and the German admiral at Manila, von Goetzen said to me: 'I will tell you something which you had better make a note of. I am not afraid to tell you this because if you do speak of it, no one would believe you and everybody will laugh at you.

"'About fifteen years from now my country will start her great war. She will be in Paris in about two months after the commencement of hostilities. Her move on Paris will be but a step to her real object—the crushing of England. Everything will move like clockwork. We will be prepared and others will not be prepared. I speak of this because of the connection which it will have with your own country.

"'Some months after we finish our work in Europe, we will take New York, and probably Washington, and hold them for some time. We will put your country in its place with reference to Germany. We do not purpose to take any of your territory, but we do intend to take a billion or more dollars from New York and other places. The Monroe Doctrine will be taken charge of by us, as we will then have put you in your place, and we will take charge of South America as far as we want to.'"

This project of an invasion of America subsequent to a German victory in Europe was developed at great length in 1901 by Baron von Edelsheim in his book "Operations Upon the Sea," and it should be recollected that when he wrote it he was in the service of the German General Staff. He said, probably with some foreknowledge of German habits in conquered countries:

"The fact that one or two of her provinces are occupied by invaders would not alone move the Americans to sue for peace. To accomplish this end, the invaders would have to inflict real material damage by injuring the whole country through the successful seizure of many of the Atlantic ports, in which the threads of the entire wealth of the nation meet. It should be so managed that a line of land operations would be in close juncture with the fleet, through which we would be in a position to seize in a short time many of these important and rich cities, to interrupt their means of supply, disorganize all Governmental affairs, assume the control of all useful buildings, confiscate all war- and transport-supplies, and lastly to impose heavy indemnities . . . as a matter of fact, Germany is the only great Power which is in a position to conquer the United States."

There has been a slight dislocation in this interesting program, but a still more marked miscalculation was made regarding the German immigrant and his functions, which were, of course, to prepare the way for the ultimate absorption of America into the bosom of the Fatherland, and until that happy day arrived he was to assist by every means in his power that program of active Germanization of American institutions which we know to have been directed from Berlin. For example, Wilhelm Hübbe-Schleiden, writing in the *Alldeutsche Blätter* in 1903, said:

"It is the duty of every one who loves languages to see that the future language spoken in America shall be German. It is of the highest importance to keep up the German language in America, to establish German universities, improve the schools, introduce German newspapers, and to see that at American universities German professors are more capable than their English-speaking colleagues, and make their influence felt unmistakably on thought, science, art, and literature. If

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THE KAISER'S SENTIMENTS

Curse "*U*."

—*Passing Show* (London).

A WAIL.

"Little von Tips has lost her ewe ships,
And cannot tell where to find 'em;
Leave them alone, they won't come home,
They're leaving no tales behind 'em."

—*Passing Show* (London).

BRITISH RIDICULE OF THE *U*-BOAT "MENACE."

Germans bear this in mind and help accordingly, the goal will eventually be reached. At the present moment the center of German intellectual activity is in Germany; in the remote future it will be in America."

The German emigrant was trained to feel that in leaving his native shores he was followed by the protecting hand of the Fatherland, and we find the Kaiser himself saying in a speech as early as June 16, 1896:

"The German Empire has become a world empire. Everywhere in distant quarters of the earth thousands of our countrymen are living. German guardians of the sea, German science, German industry, are going across the sea. . . . It is my wish that, standing in closest union, you help me to do my duty not only to my countrymen in a narrower sense, but also to the many thousands of countrymen in foreign lands. This means that I may be able to protect them if I must."

Nearly twenty years after the Kaiser made this utterance we still find in the mind of the All-Highest the conviction that he can do what he pleases with America. Just before we threw in our lot with the rest of the world in this fight for democracy, our Ambassador in Berlin, Mr. James W. Gerard, had an interview with the Emperor of significant import. In his book, "My Four Years in Germany," he thus describes the incident:

"The Emperor was standing; so naturally I stood also; and according to his habit, which is quite Rooseveltian, he stood very close to me, and talked very earnestly. . . . He showed, however, great bitterness against the United States and repeatedly said, 'America had better look out after this war'; and, 'I shall stand no nonsense from America after the war.' . . . I was so fearful in reporting the dangerous part of this interview, on account of the many spies not only in my own embassy, but also in the State Department, that I sent but a very few words in a roundabout way by courier direct to the President."

We were not only to be conquered, but also to be turned out of our home. The fate in store for those who did not respond gracefully to Germanization is told in Klaus Wagner's "Krieg," published in 1906:

"By the right of war the right of strange races to migrate into Germanic settlements will be taken away. By right of war the non-Germanic population in America and Great Australia must be settled in Africa."

SOME SUBMARINE WAILS

INCREDULOUS ASTONISHMENT is beginning to be exprest by the German man in the street at England's failure to collapse under the submarine menace. It will be recalled that when the much-heralded ruthless submarine warfare was inaugurated in February, 1917, England was going to be starved into submission and the whole war ended in four months by the use of these cunning little contraptions which do not after all seem to have proved as cunning as supposed. In the *Berliner Tageblatt* we find evidence of considerable impatience on the part of the German public, and the naval expert of that paper, Captain Persius, attempts to hearten his readers and assure them that all is well. In doing so, however, he makes some very remarkable admissions, for he writes:

"Letters which contain inquiries as to the prospects of the submarine war have always come in in large quantities. Of late the number has increased, and the tone of the letters is becoming more pressing. Impatience is exprest even more openly and it culminates in the question—When shall we have England thrown down?"

Captain Persius pours out the soothing-sirup by saying that he for his part has always avoided undue optimism, but he still expresses the belief that Germany can sink ships faster than England and her Allies can build them. He remarks:

"Britain will be made peaceably disposed less by want of food than by the recognition that Germany can not be militarily defeated, that Germany can not collapse economically in any calculable time, and that the mercantile marine, upon which the existence of the British Empire depends, is faced with ever-increasing destruction, and that the future position of the British Empire in world-trade is thus menaced."

Poor old Grand Admiral von Tirpitz, who hitched his wagon to the submarine, is in a pretty predicament. Having become the head of the new Fatherland—or fire-eating—party in Germany, he is being continually faced by this ugly ghost of past failure, and his efforts to extricate himself and his party from the responsibility for what has occurred are amusing to watch. Recently at Dresden he escaped the submarine issue by drawing

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the American red herring across the trail. According to the *Dresdener Anzeiger*, he said:

"Unfortunately we are late in using the powerful economic weapon we have in our *U*-boats, but despite all counter-measures for the development of which we gave Britain time, we shall be successful if we stick to our guns.

"America's entry against us is disadvantageous in a moral and many other respects. We ought to have reckoned with the fact that the American trust magnates were bound to desire our defeat.

"I regret that we did not remain firm in the face of President Wilson's threats. Probably things would have been then very different. But now we must take them as they are, and here I would point out that America's entry is in a military sense of little significance for us, for it is precisely the tonnage question that is decisive."

Three days afterward, at a party-meeting in Munich, the old gentleman was again faced by the submarine poser, and this time he wriggled out of it by making an impassioned appeal for the annexation of Belgium, altho he incidentally admitted that the submarine was no good after all. In the *Münchner Neueste Nachrichten* he is thus reported:

"German military security against England and France lay in Belgium. England will think twice before attacking Germany's scientific defenses on the coast. The idea that submarines would prove a sufficient protection against England was a great mistake. Some effective counter-weapon was bound to be discovered, and so Germany's geographical and strategical position against England must be improved.

"Belgium would also be Germany's only great economic compensation for all her losses. The German people have not as yet fully grasped the importance of this, for even the most brilliant peace, exceeding all expectations and possibilities, will cost Germany the labor and privations of years before the old conditions of life can be restored. Peace without tangible economic indemnities would signify the defeat of Germany and a victory for the Anglo-American capitalists. But we have only to stand our ground politically and our Army and Fleet and *U*-boats will do the rest. We shall hold out longer than the enemy."

Even the All-Highest himself is getting a little lacrimose and is forced to admit that to beat the world with *U*-boats is a task "beyond human strength." The *Kölnische Zeitung* reports a speech recently made by the Kaiser during his visit to the Adriatic, made before one of the *U*-boat crews operating in the Mediterranean. It is a very pious effusion and runs:

"When I now look in your face I do so with a rock-like conviction that this weapon will not rest until the enemy is vanquished. To achieve that the help of the Most High is needed, for it goes without saying that such a task is beyond human strength. Captain-Lieutenant Vornauld's *U*-boat has just been able to experience what the help of Heaven means. I therefore wish for you that you may tackle the enemy sober-mindedly and bravely, and I pray that the blessings of the Most High may descend upon all your doings."

GERMANY LAUGHS NO MORE — The steady swing of public opinion in neutral countries against the German cause—which is apparent even where there was a distinct pro-German feeling at the beginning of the war—is at last causing apprehension in the Fatherland, says the London *Times*. It remarks:

"Germany affected to laugh as one by one the neutral states, which are not great military Powers, fell off from her in horror of her crimes. She laughs no more. It is not, indeed, the moral condemnation of so many peoples which disturbs her seared and hardened conscience. At that she can still scoff. But she is finding that the raw materials for her industries in war and in peace together with no small share of her food-supplies are under the control of those who are her declared enemies or who refuse to continue diplomatic relations with her. She is beginning to perceive what this may mean for her."

THE "U"-BOAT'S SUCCESS.

"The terror of war now takes possession of England."
—*Simplicissimus* (Munich).

THE RULER OF THE SEAS.

"Still blowing, but the *U*-boats are pulling him down."
—*Jugend* (Munich).

A SLIGHT EXAGGERATION.—TWO OF GERMANY'S SUPEROPTIMISTIC CARTOONS.

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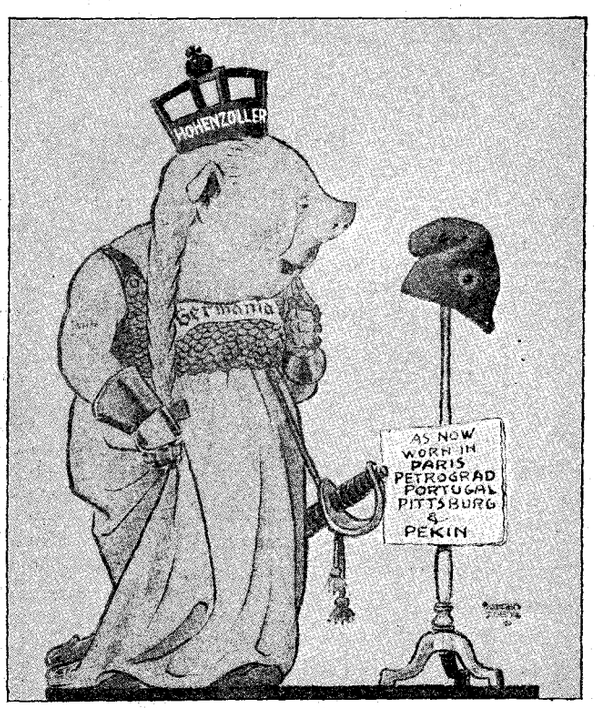
WHEN THE GERMANS WAKE

"LOOKERS-ON SEE MOST OF THE GAME," says an old proverb, but it is a German in a neutral land, the professor of International Law at the Swiss University of Zurich, Dr. O. Nippold, who tells us just why any ideas of peace with Germany are hopeless at the present time. The Literary Supplement of the London *Times* gives us an exhaustive review of his pamphlet, "Das Erwachen des deutschen Volkes und die Rolle der Schweiz." In this work, says *The Times:*

"He describes how the policy of incessant suggestion, reenforced at the last moment by a cry that the Fatherland was



A CHANGE OF STYLE!

MRS. BOCHE—"I wonder how one of those fashionable hats would suit me." —*London Opinion.*

being ruthlessly invaded, attained the expected result, united the nation, and, with a few insignificant exceptions, produced a genuine enthusiasm for the war, even among the great bulk of the Socialists. Since then, he declares, the German people have been dreaming of victory, of glory, of the respect of the whole world for their heroic deeds, of their great future, and of peace; while, on the other hand, the German Government has been doing everything in its power to prevent them awaking to the grim reality that it was not innocent of the war, and is not guiltless of its continuance; but, on the contrary, by its barbarities and insincerities, has aroused the economic, as well as the political, enmity of nearly all the rest of civilized mankind."

Professor Nippold, himself a German and at one time a member of the diplomatic service in the Far East and of the Foreign Office in Berlin, sees more clearly in the free atmosphere of Switzerland, and he finds that the German nation is deep in a hashish dream of victory. Peace, he says, is impossible till they awake:

"Yet, in spite of the efforts to keep the nation asleep, or at least to defer its awakening, he regards the hour as already arrived for the best men, such as Prince Alexander zu Hohenlohe, or Professor Förster, of Munich, who boldly proclaims that the greatest enemies of peace are to be found within the German household. Of the insincerities, Herr von Bethmann-Hollweg is here represented as the most conspicuous author, because he first applied the catch-word of a ruthless invasion, and throughout tried to mislead his own people and neutral Governments by contending that the fault of the war lay with the Allies, and that Germany had beaten them—a mental attitude which Professor Nippold roundly pronounces to be the moral obstacle to peace: had the truth been told, the German people would have awaked from their sleep!

"No wonder, he adds, that the Allies treated the offer of December, 1916, as 'not sincere'; no wonder that they still demand the truth as the very foundation of confidence. Then came the hiring of agents to spread pacific proposals, followed by an attempt to placate the Socialists by talk of democracy, never meant to be realized, and finally killed by the Russian Revolution. But, if the fallen Chancellor was 'no statesman,' still less was 'my former colleague at Tokyo, Michaelis,' likely to bring about the new and free Germany. Nor could this be effected by any mere change of persons. Indeed, the conclusion, more ideal, perhaps, than practical, which the professor reaches is that, until the German people, by a change of system and of heart, obtain a moral victory over themselves of larger value than all military victories together; until, in a word, they awake, there is no possibility of any lasting peace or of a future understanding among the nations."

Not only are individuals waking up to the fact that the "war-that-was-forced-upon-us" theory is fundamentally untrue, but the organs of public opinion in Germany are beginning to take the same view. For example, we find the *Frankfurter Zeitung* writing:

"One really can not be satisfied with the almost fatalistic consolation that our enemies, and, above all, England, spun a net around us with diabolical cunning, and that thus the situation was ultimately produced of which the war was the inevitable consequence. Things are not so simple as that, and it is also no adequate explanation of the present world-catastrophe to say that the shifting of the balance of power among the world peoples, and the resistance of the old Powers, who were in possession, against Germany, who was rising up and forcing her way among them, were bound to result in the bloody conflict. That could be true only if one regards the appeal to arms as absolutely the only method of settling claims and composing differences."

DENMARK'S HOME-RULE PROBLEM—A parallel to the thorny Irish Home-Rule question is found in the relations between Iceland and Denmark, and we find the island in the Arctic conducting a strenuous campaign for national expression and the right to its own flag. The Icelandic correspondent of the Copenhagen *Politiken* telegraphs:

"The whole press of all colors, commenting on the flag question, hope for the Danish King's sanction, but if it be not granted, see no other solution than separation from Denmark."

The inner meaning of this rather cryptic dispatch is explained by the London *Times*, which says:

"The Iceland question is for Denmark in many respects what the Irish question has been for England, and in normal times would possess some interest for students of European politics. In 872, when the Norwegian king Harald Haarfager united all the small Norwegian States then existing into one kingdom, certain dissatisfied chiefs occupied Iceland, then recently discovered and devoid of population, and formed a Republic, which was subsequently conquered by Norway. From the days of Queen Margaret, in the fourteenth century, when Norway was united to Denmark, Iceland has been a Danish province, and was recognized as a part of Denmark by the peace of 1814.

"In 1871 and 1874 Iceland made claims of independence which resulted in her obtaining a Parliament, the Danish Governor appointed by the King of Denmark being the intermediary between the island and the mother country. The Danish Minister of Justice had a special portfolio as Minister for Iceland, but did not reside in or visit the country.

"In 1903 the post of Governor was abolished, and an Icelander, Mr. Haffstein, was appointed as first resident minister. It is the minister's duty to come to Copenhagen as often as necessary in order to lay before the King in Council his proposals for legislation. Iceland's grievance has long been that Danish ministers insist on being present at these councils, even altho they admittedly take no part in the discussions. While retaining the advantage of Danish naval and financial protection, Iceland has hitherto claimed that her connection with Denmark should be merely a personal union with the King. She further desires that the special flag which she has been granted for local use shall be white and blue, instead of red, white, and blue."

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TRANSPORTATION - EVILS - AND - REMEDIES

Prepared for THE LITERARY DIGEST by the UNITED STATES FOOD ADMINISTRATION and especially designed for High School Use.

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HERBERT HOOVER,
United States Food Administrator.

IN ANY COUNTRY as large as the United States, transportation problems are bound to be difficult, even under the most favorable circumstances. To distribute quickly and evenly the natural products or manufactures of so vast and unevenly populated a region is, under the most normal conditions, a task to exercise human ingenuity.

In addition to the transportation evils discust in last week's article, there are a number of other causes to which waste of foodstuffs during railway transit is due. Many of these are such defects of operation as could be cured by the exercise of sufficient foresight and care.

I. FOOD WASTAGE—(1) POORLY DESIGNED, DEFECTIVE, OR OLD FREIGHT-CARS furnish one such source of waste. Those who have ever seen scattered grain beside a railroad track (and, unfortunately, it is all too common a sight) will understand the wastage such defective rolling-stock can cause.

(2) DEFECTIVE REFRIGERATION IN CARS which demand a certain low temperature and the fact that freight-trains sometimes skip icing-stations, are other facts which, it is easy to see, would contribute to the deterioration of some foods.

Very frequent, but luckily entirely preventable, are such harmful practises as (3) POOR JUDGMENT OR CARELESS AND ROUGH HANDLING in placing packages on cars. And rough handling at terminals is equally destructive.

THE REMEDY.—Yet it would be quite wrong to jump to the conclusion that the railroads and Government are making no attempt to curtail such negligence. Railroads are doing what they can to prevent it. And the United States Food Administration is cooperating in this campaign in so far as it is possible. Only a short time ago the United States Food Administrator sent out the following letter, for every railroad employee in this country:

(a) THE APPEAL TO INDIVIDUAL PATRIOTISM AND INDIVIDUAL EFFORT.—"In the interest of conserving the foodstuffs of the country by the elimination of waste, it is urgently requested that employees of the carriers engaged in the transportation of foodstuffs exercise such care and diligence as will minimize the damage to this class of freight when in the carrier's custody for transportation and lessen the economic loss.

"We appeal to all railroad employees, particularly those engaged in station, yard, and train service, as a patriotic duty to the nation, to exercise such precaution in providing proper refrigeration, ventilation, protection from the weather, and care in loading, switch and train handling of car-load and less than car-load shipments of food products, as will eliminate waste."

"*A patriotic duty to the nation*,"—"*eliminate waste*." That is the key to that whole problem of deterioration and loss, just as it is the key to so many war-problems nowadays. You see, it comes down in the end to the right kind of *individual* patriotism and *individual* effort, as all war-time food problems do.

(b) PREPARATION FOR AN EMERGENCY.—To be sure, there are certain facts of nature that can not be escaped in railroading, such as storms and floods. But sufficient foresight and a well-kept road-bed will do much to forestall such delays, just as it is also possible in most cases to avoid such difficult problems as shortage of available track, or labor troubles and labor shortage by the expedient of being prepared for any emergency.

II. CAR SHORTAGE—Take, for instance, that matter of car shortage of which we spoke in last week's article. It is frequently brought about by the fact that the shipper sends out cars only partly loaded. The matter is somewhat complicated, and is the result of a series of business practises largely handed down from generation to generation, and founded on out-worn traditions. *The shipper naturally likes to keep his freight-charges as low as possible.* If he can save money by shipping in small quantities to each car, he will ship thus. With all food commodities he is allowed to ship considerably less than a car's capacity and still call it a car-load. But there is a weight limit, fixt by the tariffs of the railroads but varying for different foodstuffs and in different States, below which the shipper is not permitted to fall and still rate a partially filled car as a car-load. This is known as the minimum weight.

(a) THE MINIMUM WEIGHT LIMIT.—When shippers send out cars filled only up to this minimum weight instead of completely filled, the effect on the country's car-supply is marked. Perhaps an imaginary illustration will make the matter clearer. Suppose the postmaster of New York City should somehow consider it advisable to send out only fifty letters in each mail sack, and was permitted to do so. It is not hard to imagine how the supply of sacks for the rest of the country would suffer. This is, of course, a highly exaggerated example; yet this condition would hardly be more t ing than that of the railroad man who is asked to provide enough freight-cars for everybody, when shippers (and this includes shippers of foodstuffs) have the right to send out cars only partly full.

This minimum weight exists for a number of reasons. As has been said, very frequently the shipper likes the lowest possible minimum for shipping since it gives him the car-load rate for what is in cubic bulk actually less than a car-load. As a natural consequence of this: (1) Many transportation companies have to permit this partial loading of cars as the result of competitive traffic influences, or, to put it more simply, so that other railroads can not take freight trade away by offering the shipper greater inducements. (2) In other cases State Commissions or Inter-State Commerce Commissioners will not permit an increase in the minimum weight which constitutes a car-load of some commodity.

(b) WAR-ACTIVITIES AND INCREASED PRODUCTION.—The railroads of the country, as a result of war-activities and increased production, have faced a car shortage. It has been impossible for the railroads to get new freight-cars, for the reason that car-shops were engaged in making cars for use in France.

THE MINIMUM TRADE UNIT ESTABLISHED BY THE UNITED STATES FOOD ADMINISTRATION — The United States Food Administration, recognizing this condition, by regulation devised the minimum trade unit as the only means for constructively increasing the car-supply of the country. The minimum trade unit means, to illustrate, that a canning manufacturer, for instance, in selling canned goods, is forbidden by the rules and regulations of the United States Food Administration to load less than the safe carrying capacity of a freight-car upon that car. There are some special provisions which keep this from working hardship upon the distributer. But, broadly speaking, the fundamental law is that *the minimum trade unit for shipping foodstuffs by freight shall be limited only by the capacity of the car.*

THE RESULTS.—Observe the results possible. Recently the minimum car-load for shipping flour was from 24,000 to 40,000 pounds. Now the trade minimum has been changed to 60,000 pounds. By such heavier loading, one flour-mill in three weeks released 1,200 cars for other uses. And what is true of flour is no less true of other foodstuffs.

Such are some of the causes of food wastage and car shortage. Next week we shall take up the evil known as "cross hauling" as well as haphazard shipping conditions at primary markets, both of which evils may be alleviated by the so-called zone system.

QUESTIONS FOR DISCUSSION

1. What is meant by calling this country "unevenly populated"? How does that greatly complicate transportation problems? Discuss at length.

2. What is the population of your city or town? Describe what takes place when a freight-train carrying a consignment of flour arrives in your town, if the consignment is a car-load? If less than a car-load?

3. Under what circumstances would you call freight delay from flood due to human negligence?

4. Why does a shipper's idea of a "car-load" often differ from that of the shop which constructed the car? Which is the better for war-time? Why?

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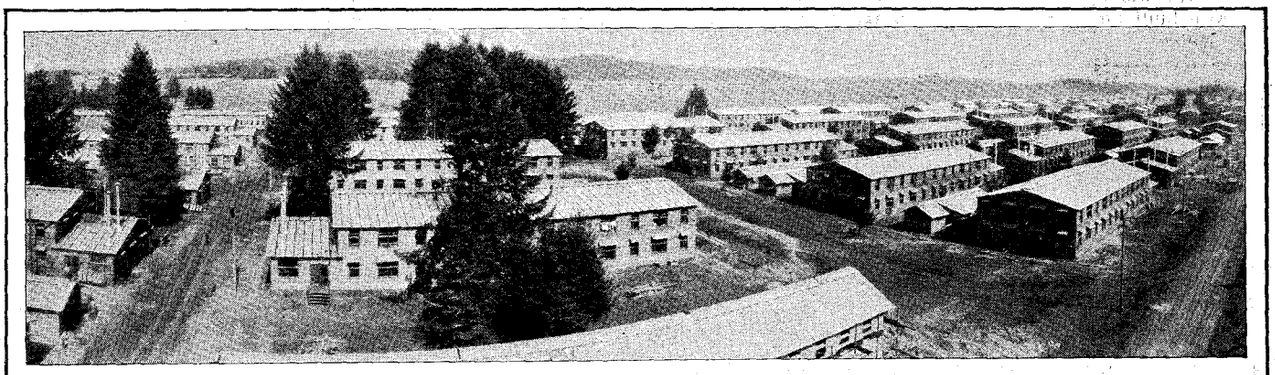
SCIENCE - AND - INVENTION



A CITY FOR 48,000 SOLDIERS—BUILT IN JUST EIGHT WEEKS.

THIS TYPICAL NATIONAL ARMY CANTONMENT AT CAMP LEWIS, AMERICAN LAKE, WASHINGTON, CONSISTS OF 1,400 BUILDINGS, AND COST $5,000,000.

CITIES WHILE YOU WAIT

"ROME WAS NOT BUILT IN A DAY." That is where our new "emergency cities," to house our National Army, have the advantage over the so-called "Imperial City." They may not be quite so solid as ancient Rome, or so imposing architecturally, but they are probably more sanitary, and there were no public libraries or Y. M. C. A. huts in the older municipality. And the inhabitants with their modern implements of war could doubtless wipe the earth, on short notice, with the legions of Pompey or Cæsar. The rapid construction of these sixteen cities has been something to marvel at, we are told by Arthur T. Merritt, writing in *The American Exporter* (New York). It has meant not only building houses for 35,000 to 45,000 men to live in, but the instalment of water-supply and sewerage systems, electric wiring and power, with governing organization, police, and transportation. The solution, he says, was found in standardization. Every stick and board, every type of building, every ventilator and window-sash was turned out to the same measurements. Add the enormous driving-power of modern engineering, working under contract, and the remarkable cooperation of the railroads, and forces were generated equal to surmounting all obstacles. Writes Mr. Merritt:

"Of the sixteen camps, two only failed to be finished in the time fixt by the War Department, and there were extenuating reasons for their backwardness. Several of the camps were completed in sixty days, and all of them within three months from the beginning of operations.

"From 5,000 to 10,000 workmen were employed in the creation of each of these emergency cities, and each cantonment contractor handled about 5,000 car-loads of material. For each camp there were required on the average 25,000,000 feet of lumber, 1,700,000 square feet of wall board, 37,000 window sashes, 32,000 square feet of prepared roofing, 37,000 square feet of wire screen, 6,500 solid board doors, and nearly 2,700 kegs of nails. For the water-supply 85,000 feet of pipe, ranging in diameter from one to twelve inches, had to be secured and laid, for the sewers over 100,000 feet of pipe of various sizes.

"The water-supply and sewerage of each of these cantonments were carefully studied by well-known engineers, and every precaution has been taken to secure a safe water-supply and to dispose of the sewage in such a way as to eliminate entirely all dangers or nuisance therefrom as would be the case with a permanent city of the highest type. In most cases the water is obtained by wells driven especially for the purpose; while vitrified pipe sewers are laid throughout the camps, and the sewage is treated by septic tanks, sprinkling filters, intermittent filters, or other of the most modern sewage-treatment methods, or else discharged at a distance from the camp into flowing streams where this is possible without creating nuisance. . . . . .

"The camp-sites were chosen with a view to natural drainage, many of them having sandy or gravelly soil into which the rain-water will soak quickly, and this also will, of course, be of great assistance in maintaining the men in good, healthy condition. With the reputation which American Army officers have already made for improving the sanitary conditions of camps and cities in Cuba and Panama, there is no room for doubt that the camps will be maintained in the most sanitary conditions possible, and there is every reason to believe that the men will really be maintained in a better physical condition than they would have been in their own homes.

"The average number of buildings to a camp is 1,200. They include, besides the barracks, kitchens, shower-bath, and sanitary units, hospital and administration offices, laundries, commissary stores, motion-picture theaters, etc. Every regiment has its assembly-hall, where writing material, books, and other reading matter are provided. Here also educational classes under competent instructors are conducted, and entertainments such as lectures and motion-pictures given. In the great division auditorium, entertainment is offered on a larger scale. A number of the best-known theatrical managers in the country have arranged to add the soldier cities to their circuits and will present the type of plays best suited to such unusual audiences. Clean sport of all kinds will be fostered, the outdoor games being under the supervision of men prominent in athletic affairs.

"Roughly speaking, the main plan of each cantonment is an immense U, with the commander-in-chief's headquarters at a central point whence he can survey the entire camp. . . . In the middle of the U is a parade-ground for close-order drilling, and in the immediate vicinity are rifle, machine-gun, and field-artillery ranges, with terrane for extended-order drilling, trenching, and the other modern aspects of warfare.

"The regular Army type of barrack has but one story, and that type was originally adopted for the National Army cantonments. The necessity of economy in space and cost, together with the increase in men to the company, occasioned a change. The barracks for all the larger units have two stories. A standard house for an infantry company is 120 feet long by 43 feet wide. A large hall, which the men can use as a lounging-room, divides it in the middle of the ground floor. At one end is the mess-hall with kitchen in an extension. At the other end are dormitories. The entire second floor is taken up with sleeping quarters. Every man has his own iron cot and locker. Ample hot- and cold-water baths are provided in outside lavatories. The barracks are electrically lighted, and in the cold months will be heated by steam or stoves, depending on their location in the Northern or Southern States. Regimental hospitals are complete in themselves, but their work will be supplemented by the great division hospitals, which have a capacity of at least one thousand cases.

"The work involved in the construction of each cantonment

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was, of course, not confined to the area covered by it. In most cases new railroad spurs had to be built, heavy rails substituted for the lighter ones in use in existing tracks, sidings built in the vicinity, highways built or improved to provide for trucking, and every possible provision made for handling the enormous amounts of materials without loss of time.

"It is worthy of note that the cantonments have in all instances been built on waste land, land that had not in any way been devoted to agriculture or the raising of crops. The cantonments have cost from $5,000,000 to $7,000,000 each, and not far from $100,000,000 altogether."

WANTED: A CLOTHES ADMINISTRATION

WHAT HE TERMS "shoddy regulation" is demanded by W. W. Reynolds, an Ohio farmer, writing in *The American Sheep Breeder* (Chicago, November). Pure food is guaranteed us by careful labels and analyses, but where is the label that guarantees us pure wool in our clothes? Shoddy everywhere—complains Mr. Reynolds, who is himself a wool-producer. "Every bolt of woolens that leaves the maker's hands should have his name on it," he reasonably asserts. Of all of life's necessities at present, writes Mr. Reynolds to THE DIGEST, "the very scarcest is wool. Try buying a good suit." And the price of manufactured wool is out of relation, he charges, with the price that the farmer gets for his raw product. "My good wife is paying . . . $7.20 a pound for wool bought at 30 to 50 cents, made into first form. And the 'patriotic' woolen manufacturers are yelling for more wool 'to clothe the boys in the trenches.'" In his article Mr. Reynolds writes:

"Not a package of fertilizer or feed, without the name of the maker, the place of making, and the correct analysis can be sold without breaking the law. . . . . .

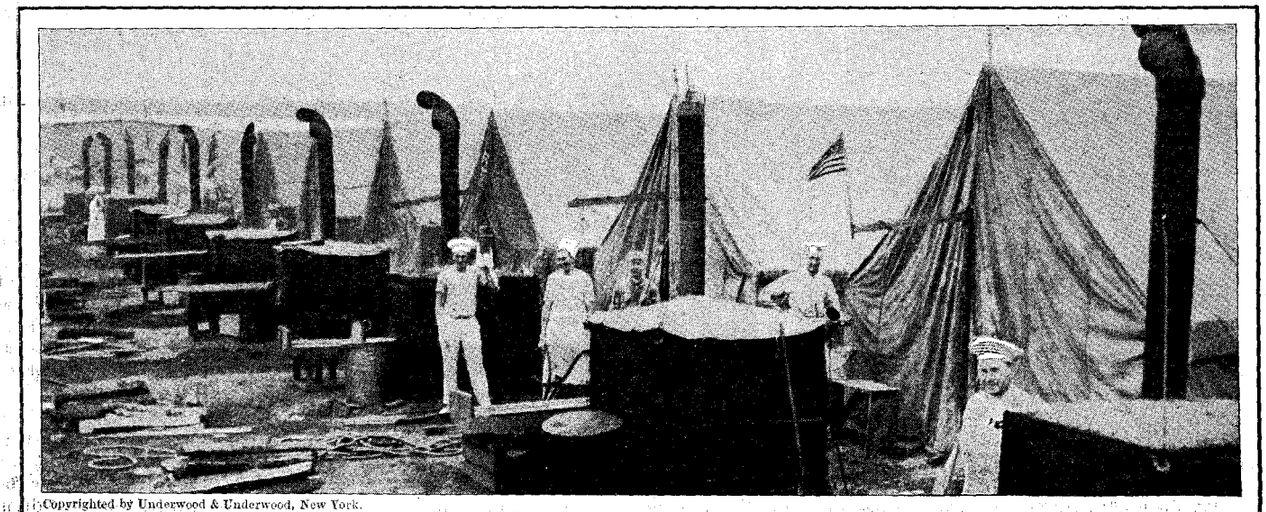
"The readers may imagine the feeling of goneness in a full-grown fertilizer-buyer when he looks at his burlap knees, after the short fiber fur which was blown on or prest into the warp and woof, has deserted, when he thinks his noble form has been clothed in the cast-off rags of European paupers, and what a sense of disgust and loathing comes to him as he rips the seams of his coat and digs the 'mouse nests' out. If, after thirty years' study on this subject, I could see one objection to this line of talk, I would stop right here, even if my last suit has proved part cotton and taken some conceit out of me, and I will say that when a man who has grown wool for forty years can be fooled, there is a poor show for ninety-nine people out of a hundred. Wool men are a little arbitrary with us about twine, tags, paint, tying, and grades of wool, and would make an awful howl if we ran in some old carpet, overalls, or rags on them. When they buy wool, they want pure wool, and they are right, so we claim similar rights. When we pay for wool, that is what we demand, and I would smile to see any party dispute it.

"There is another matter, not quite so serious as the power to hoodwink every one, but by no means trifling. Shoddy has affected the sheep census materially. Perhaps some who have had it as their mainstay have been yelling for more sheep. There has been no need to buy much wool when the rags of the world were at our service. There are a lot of them and they are almost indestructible, and, with the exception of what wears off and is blown off, can be reworked. This shoddy has made some very discouraging prices for good wool, and some hopelessly discouraged men. There have been other depressing elements also that put it low, without dispiriting the price of clothes, but shoddy has been the arch offender. In these days of Food Administration perhaps we can gently turn to a Clothes Administration that will help the same people who use food. All need both of them from the cradle to the grave.

"Every bolt of woolens that leaves the maker's hands should have his name on it. All makers of everything else want their names on their wares and you can find them from a steam-shovel to a pocket-knife. Associated with this name we want (it is a long-felt want, also) the exact per cent. of each raw material used in them and down to the smallest retailer there should be duplicate tags attached to each garment. Will some one give us one valid objection against the above?"

THE BABY AND THE TELEPHONE—Wet fabrics conduct the electric current—a fact unknown to many of the general public. The fact and the public's ignorance of it are both illustrated in the following tale communicated by C. W. Taylor, a deskman employed by the New York Telephone Company, to *The Telephone Review* (New York, October):

"A prospect subscriber when answering a test on a line reported for steady light complained that the operator was giving her poor service. She said the operator was ringing on the line and cutting her off and causing a 'frying' noise on the telephone. The test showed that there was a short-circuit caused by water somewhere, and the deskman told the subscriber that the operator did not cause the trouble, but if she would look over the green cord she would see a wet spot that caused all the trouble. The subscriber said: 'Yes, there is a wet spot on the cord. I gave the cord to the baby to play with while I was talking on the telephone and she put it in her mouth.' . . . With plentiful apologies for what she had said about the operator, the subscriber asked if she could not fix the trouble. She was told to warm an iron, not hot enough to scorch, and run it over the spot on the cord. About five minutes later the steady light disappeared and in five minutes more the line was clear. Evidently her efforts had been successful. The deskman called the subscriber and thanked her for her assistance, and she announced that she would never again let the baby chew the green cord."



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A RAPID-FIRE BAKERY FOR AMERICAN FIGHTERS.

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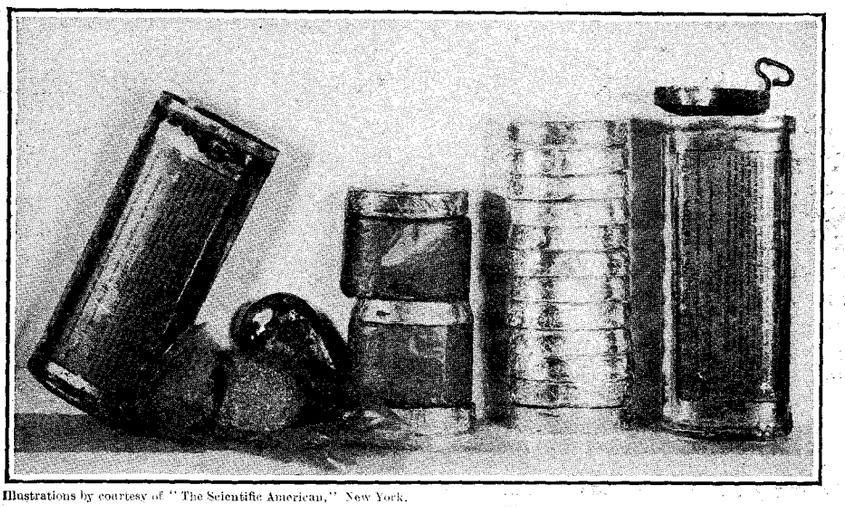
NEGATIVE GRAVITY

A REVERSE KIND OF GRAVITY that should repel instead of attracting has figured in numerous scientific speculations and romances. It will be remembered that certain heroes of one of H. G. Wells's earlier tales were enabled to reach the moon by some such device. Experiments recently reported by Prof. Francis E. Nipher, of Washington University, St. Louis, indicate that gravity depends to some extent upon electrical charge, and that in certain cases its sign may even be altered so that it becomes negative and the bodies concerned repel each other instead of attracting. It would seem to follow that if Professor Nipher's experiments could be carried out on a sufficiently huge scale, the weight of objects on or near the earth's surface might be increased, lessened, or abolished, and that they might even be caused to fly off into space. Professor Nipher's researches began several years ago, and in July, 1916, he had already announced to the St. Louis Academy of Science his conclusion "that gravitational attraction between masses of matter depends on their electrical potential due to electrical charges upon them." This dependence, it should be noted, is not simply the addition of ordinary electric attraction or repulsion to the gravitational attraction, as he took the precaution to eliminate this by interposing metal screens through which such ordinary electric effects can not be transmitted. Referring to the conclusion quoted above, he says in a paper printed in *The Transactions* of the Academy (St. Louis, November 8):



Illustrations by courtesy of "The Scientific American," New York.

UNITED STATES ARMY EMERGENCY RATION OF CHOCOLATE AND CORN-MEAL.

"Every working-day of the following college year has been devoted to testing the validity of the above statement. No results in conflict with it have been obtained. Not only has gravitational attraction been diminished by electrification of the attracting bodies when direct electrical action has been wholly cut off by a metal shield, but it has been made negative. It has been converted into a repulsion. This result has been obtained many times throughout the year. On one occasion during the latter part of the year, this repulsion was made somewhat more than twice as great as normal attraction."

The masses whose attraction was measured were spheres of lead ten inches in diameter and smaller spheres of one inch, the latter hung from silk threads. Vibration of the small spheres, due to gravitational attraction between them and the large masses, was found to differ with varying degrees of electrification of the latter.

FOOD TO FIGHT ON

THE FIGHTING ABILITY OF AN ARMY depends primarily on its food. The human body can not create energy, but only transforms it; and it is the energy bottled up in such prosaic stuff as beef and beans that wins our battles. In an article on "The Inner Man of Armies," contributed to *The Scientific American* (New York, December 1), Mr. L. Lodian tells us that the food-essentials of an army are four—meat, bread, sugar, and tea, stated in the order of importance, it being understood that fats are included in "meat" and all cereals, legumes, etc., in "bread." The "sugar" item includes all sugar-containing fruits, and under "tea" are counted coffee, chocolate, cocoa, and national beverages. Writes Mr. Lodian:

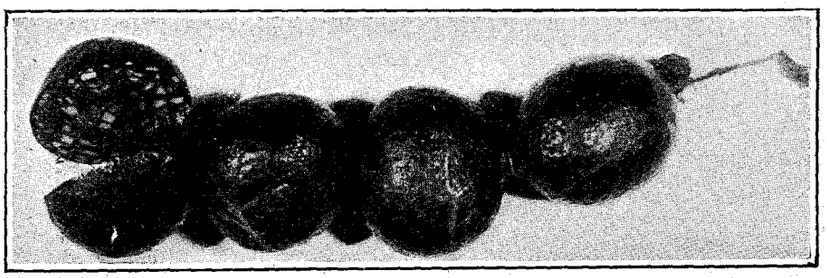
"All armies possess emergency rations. The one illustrated herewith, from our own Quartermaster's establishment, is typical of the lot. None of them is entirely up to the mark; and the problem is still to find an emergency ration which shall be passably satisfactory. For instance, the American article is lacking in proteins and fats; and the chocolate tablets which accompany it are an indifferent substitute.

"There are three different parched maize-meal packets and three chocolates. The former article is but a revival of the parched maize-meal of the American Indians, on which they could exist for days when hunting or on the war-path. But even this hardy race finally abandoned it for the better known pemmican—dried chopped meat with grains mixed in, to which no straight cereal product can compare as a sustaining food. The German Army pea-sausage, or *Erbswurst*, has been much overpraised by those whose familiarity with it is scant. It is about as unsatisfactory a concentrated ration as any extant, and is actually inedible when uncooked, being of a nauseating, bitterish, and raw flavor. It would seem that an emergency ration should above all things be edible, as it is to provide for the not remote contingency in which cooking facilities are lacking."

The finest known combination of sustaining and heating qualities among meat foods is a form of sausage with high fat content, called by the French *boulet ramé* (chain-shot). This is also used by the Belgians and the Germans. It is a winter food and is never issued for summer campaigning. The string is so formed that each ball constitutes a single substantial ration. To quote further:

"There are more than a dozen varieties of comprest teas used by the Russian commissary, appearing in various forms—bar, slab, tablet, disk, ball, etc. One is a high-grade whole-leaf tea. Comprest tea occupies very little space and preserves well. A three-pound slab snugly fits the coat pocket. The meaning of this will be amply demonstrated by an attempt to stow three pounds of loose tea into the coat-pocket without bulging.

"The comprest rice-macaroni of oriental forces is an instant rice—place it in water, bring it to a boil, and it is ready to serve without further formalities.



ONE OF THE MOST NOURISHING OF EMERGENCY MILITARY RATIONS.

The French "chain-shot." Each ball, of compressed sausage, constitutes a single winter ration.

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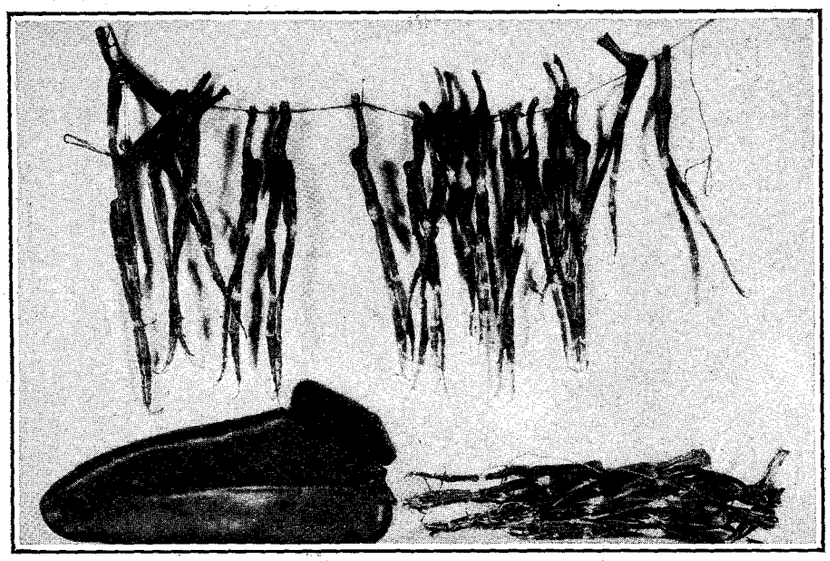
"The oat-bread in sausage-link form is still made and used by some of the North British troops, and is indeed a most sustaining breadstuff. It contains some fat seasoning and the links resemble these of pork sausage.

"Another remarkable army food is the comprest fig coffee of the Central Powers, in use over a century, and with the peculiar advantage that it may either be utilized for food as it is or converted by infusion into a coffee-like drink, with the inevitable figgy flavor. The much-wrinkled, smoke-dried pears found in the same armies are another product made by the ton. These are used by the troops as a combined nutriment and corrective.



TWO ODD RATIONS THAT SUSTAIN TURKISH AND FRENCH FIGHTERS.

At the left the sun-dried caviar of Turkey, preserved in beeswax; above and at the right, dried frogs' legs such as French soldiers eat. Both of these, it is said, can be bought in New York.

"The Swiss Army, which now and then figures in the daily news as fighting hard to maintain its neutrality, has but one notable food-product—the white chocolate. This is made entirely of cocoa-butter and sugar, the brown residue of the bean after removal of the stearin being excluded. The molded chocolate cake has the smooth, glossy, ivory-white appearance of a billiard-ball. A less sweet form of the white chocolate has a dried cream incorporated in lieu of sugar. Both types are recognized as of food value superior to that of the ordinary brown chocolate; the brown part is much overrated, in this respect being comparable to beef extract, calves' foot jelly, and other supposed dainties, popularly imagined to be highly nutritious.

"An Italian army chocolate is in sausage-length form, put up in ordinary casing, while its plum duff goes into a beef membrane. This is a more sustaining plum pudding than the more familiar one of British tradition. The Italian 'spotted dog' is made with one of the heavy and dark Italian wines in lieu of water and fat nut meats in place of ordinary shortening.

"There is, to repeat, no entirely satisfactory emergency ration in use by any army, and perhaps there never will be. The nearest approach thereto is the simplest—just the unsalted, sun-dried, paper-thin meat sheets of some of the Latin-American forces. This is always dry and cleanly to handle, can be eaten as it is, and folds up compactly like brown paper. The thick article of the shipping supply trades is a very different and very inferior one.

"The Asiatic soldiery have a similar sun-dried and unsalted meat sheeting, in smaller sizes, shaved from the round of goat, sheep, and pig, while certain African tribes depend upon a similar product of the deer and the buffalo. In every case food-value is high.

"In conclusion, it is interesting to remark that all the illustrations accompanying this article are from photographs taken direct from the actual war-foods themselves, the ones shown being only a few from some score or more available exhibits. All these items were purchased at the foreign groceries and similar shops which are so plentiful in cosmopolitan New York. All these exhibits have features which, it seems, might suggest ideas to the food-purveyors and purchasers to the American Army."

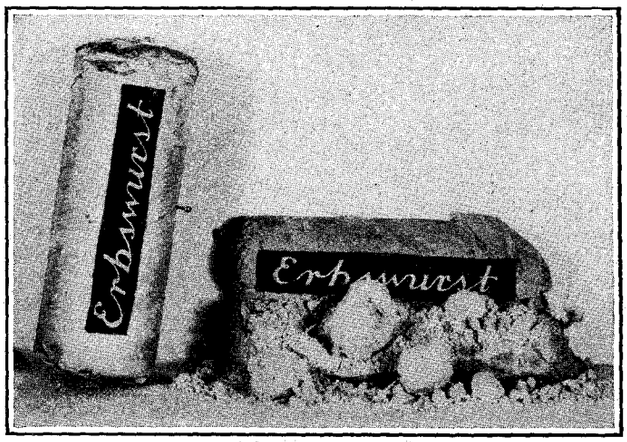
FIRST-AID ANTISEPTICS

MIRACLES OF HEALING have played as important a part in this war as miracles of heroism, and the large percentage of recoveries from wounds shows that the technique of the army surgeon has progressed as rapidly as has that of the artillerist. Perhaps the most important advance is in the prevention and killing of infection in wounds. Such rather complicated processes as that devised by Drs. Carrel and Dakin have been used extensively in army hospitals and have been duly noticed in our columns. But the stricken soldier lying in "No Man's Land" or hidden in a shell-crater, may now keep his wound clean until the stretcher-bearers find him. French soldiers are being furnished an antiseptic compound which can be applied very easily, *La Nature* tells us. It is a mixture of powdered chlorid of lime and powdered boric acid. Each soldier now carries a small flask of this mixture and a glass insufflator, or blower, to project the powder upon the wound aseptically. This can be done, we are told, without causing pain, even when the nerves have been actually laid bare, the only sensation being one of heat. Since the powder dissolves very slowly, its antiseptic action is prolonged for several hours, without the necessity of renewing the dressing of the wound. If desired, a little calcium chlorid to check bleeding can be added. This method is said to be cheaper and simpler than the iodin treatment which has been in use.

A new and effective method of using iodin in hospital or field treatment of infected wounds was thus described by August Lumière at a recent meeting of the French Academy of Sciences:

"Iodid of starch, in which the content of iodin corresponds to one in fifty thousand, suffices, after twenty-four hours of contact at a heat of 37° C. (98.6° F.), to kill streptococcic and pyocyanic germs and the coli bacillus. The streptococcus does not resist liquids containing only one-tenth as much of the active element.

"Experimental infected wounds made on animals were treated with iodid of starch, either in the form of powder or in a gelatinous paste. The wounds thus treated were very rapidly disinfected and were free of microbes in general at the third dressing. The iodid of starch can also be used in irrigations, the liquid containing, in one liter of boiling water, 25 grams of soluble starch and 50 cubic centimeters of a 1 per cent. solution of ioduretted hydriodate. The cicatrization of war-wounds thus treated appeared to be effected with peculiar rapidity."



THE GERMAN SOLDIER'S CONCENTRATED PEA-SAUSAGE.

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GOOD RESULTS FROM POOR FUEL

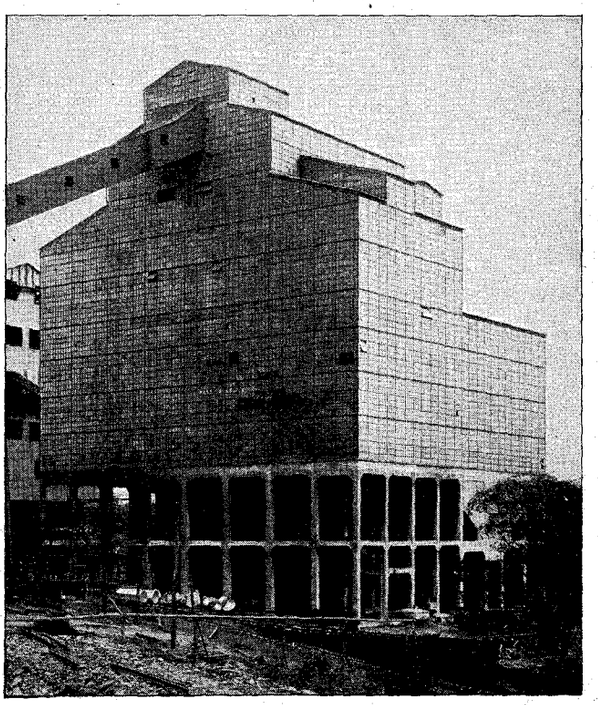
ONE GOOD RESULT OF THE WAR is to force us to devise ways of using all sorts of things that once went to waste. This is notably so with food, and it is going to be the case with fuel also, as we learn from an editorial in *The Electrical World* (New York, November 10). In fact, reports received at the office of that paper show that under the pressure of necessity almost every available kind of low-grade fuel is already utilized with good results. The list includes the poorer soft coals, lignite, coke breeze, culm, anthracite screenings, and, in fact, the refuse of the mines. Several questions which come to the front when considering the use of these cheap fuels are discust in its editorial and may be of interest to our readers who are facing this problem. We read:

"Some of the low-grade fuels have a fairly high thermal value measured in pound-Fahrenheit units, but are inconvenient because of ash, clinkers, or moisture. Moreover, considering the fact that every plant has a fixt grate surface, the output of steam is limited by the quality of the fuel, and where a plant is pushed near to its capacity when burning standard steam coal it will come out badly with the poor coal even tho the latter may be cheap and of very fair thermal value.

"Consequently, in going to cheap fuel it may be necessary to increase the boiler plant if this can be conveniently done, or to make changes in the furnaces of a somewhat sweeping character. However, in a large number of instances the existing equipment can be used very well. With a little attention to detail existing stokers can be made to handle cheap fuel, and a new installation can be very readily adapted to burning it with first-class results. . . . . .

"The chief difficulty in dealing with all this low-grade fuel, much of which carries a very high percentage of ash, is the danger of forming clinkers on the side walls or grates. To overcome this, various devices are used and all of them apparently with a measurable degree of success. Some trouble has been reported with the fire-brick in these various experiments, particularly where the arch construction is used. . . . . .

"A general effort to make the best of the cheap fuel readily attainable will produce admirable results in loosening up the general coal situation. Transportation seems to be the chief difficulty in getting coal-supply for various industrial purposes, and it must be remembered that low-grade fuel of whatever kind puts a much stiffer burden on transportation than high-grade fuel, both in weight and bulk, to an extent that is by no means of small consequence. We have heard much recently, for instance, of the use of wood for domestic and other purposes as a substitute for coal. Now, all questions of cost and labor aside, in which the balance is heavily against wood, for a given thermal value wood weighs roughly twice as much and also takes four times as many cars as coal, thereby using up rolling-stock and increasing the dead weight to be hauled. It, therefore, behooves those who are studying the use of low-grade fuel to be guided largely by its availability as well as its character, utilizing locally produced fuel wherever possible. None the less, speaking broadly, a marked degree of success is being reached, and in the aggregate a very large quantity of high-grade coal will be released for long hauls and for purposes where it is peculiarly necessary."



IT LETS A LOT OF SUNSHINE IN.

In this Delaware, Lackawanna & Western Railroad coal-breaker 93.5 per cent. of the side-wall area is taken up by windows.

DAYLIGHT IN THE SHOP

HOW MUCH BRIGHTER is it out of doors than indoors? Take, if you please, the case of a factory-building where light is essential to proper operation. Is it twice as bright ourdoors, or three times? Most of our readers will be surprized to learn that it is usually 50 to 400 times as bright outside, and that cases are not unusual where it is ten thousand times as bright. Factories so well lighted that they have one-tenth the brightness of outdoors are unusually brilliant. These facts are communicated by Assistant Professor C. E. Clewell, of the department of Electrical Engineering, University of Pennsylvania, in an article contributed to *The American Machinist* (New York, November 1). Professor Clewell points out that the area of window space is only one factor in the brightness of a building's interior. The angle of the glass surface is important, and so are conditions immediately outside the windows. We read in substance:

"When light from the sky strikes plain window-glass squarely, it is practically all transmitted through the glass except that which is directly absorbed by the glass, the amount of the absorption being given as about 10 per cent. However, when the light strikes the glass at an angle some of it is reflected away from the surface, and is thus not transmitted through the window.

"This principle is not so very important where the shop-windows face an unobstructed horizon, which assures that the sky, as the source of light, can be seen from all parts of the shop interior. In such a case much of the light from the sky strikes the windows more or less squarely, and is hence transmitted effectively into the building. On the other hand, if there are tall buildings adjacent to and near the shop, they may cut off most of the visible sky from its windows except that part of the sky overhead which sends light down between the buildings. It is evident that in such a case practically all the light that strikes the windows is received at such large angles of incidence that only a small proportion is transmitted through the glass.

"Under such circumstances the daylight factor for the shop interior is likely to be very low unless some special form of glass is provided, at least in the upper part of the window-sashes, for redirecting this light more usefully into the shop. Roughed, ribbed, and prism glass may be employed for this general purpose. Furthermore, if the front surface of the opposite nearby building is light in color, the light sent into the shop will be somewhat increased by the reflection from this light surface. As a general proposition, however, the daylight problem is considerably complicated when buildings are very close to one another."

A test of adequate lighting may be made, Professor Clewell says, by inquiring about the necessity for artificial light during the day. Assuming that the shop is one-fiftieth as bright as outdoors, he shows that artificial light will be required at 7 A.M. and 5 P.M. even in June; that it will be necessary up to 9 A.M. and after 3 P.M. in September, and that it must be used all day long in December. Such a state of affairs is not uncommon, he says, in the older shops. The modern effort is to better these conditions by increasing window surface and providing it at a favorable angle.

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LETTERS - AND - ART

FOOLING THE ENEMY'S EYE

"THE QUICKNESS OF THE HAND deceives the eye," was the old shibboleth of the magician; but modern science, enlisting art, has created a subtler agency of deception than even the old necromancers knew. Its name is camouflage. We hear it everywhere; but most of us who are removed from the war-zone have seen none of its manifestations. It is now the skill of the hand, and not its quickness, which deceives the eye. The aeroplane has "put the third dimension into reconnaissance, and the enemy's eye, instead of being restricted to width and breadth of observation, now travels in vertical lanes, flashing the sky with incredible swiftness of sight." Thus writes Lieut. J. André Smith, a New York architect, now with the Engineering Corps of the United States Army. "It is the aeroplane," he asserts in *The Architectural Record* (New York), "that has given to modern warfare a new weapon of defense and protection—camouflage."

It is not one entirely new thing among the hundreds of novelties the war has produced, but its chief novelty is temperament, which plays a part of the game of successful deception.

Pictures by courtesy of "The Architectural Record," New York.

LEOPARD-SPOTS AND OVERHEAD SCREENING.

The dappled marking on the gun aims to distort its form, the huge wheels with their caterpillar feet are draped with a mottled cloth. The overhead screening is made with leaf-netting and tattered canvas; holes have been cut and the light showing through repeats the mottling on the gun and adds to the effect of the confusion, leading the observer to doubt its military value.

"Camouflage is the art of concealment; it is an old art reborn into prominence through extreme necessity. The screening of trench-furrows with leaves and sod, which was practised in former wars, is as true an expression of the art as is practised to-day, where miles of roadways are sheltered by avenues of made-to-order trees and hedges and painted scenery. It differs only in the degree of the increased powers of the enemy's observation, which the aeroplane, driven by keen-eyed observers and equipped with all-seeing cameras, has raised in equal proportion to the vastness and scientific ingenuity of the modern war-game. Camouflage is not an incidental function to modern warfare; it is a vital equipment. It is the garment of invisibility that is capable of not only protecting the individual soldier and the furniture of war, but of screening the movements of an entire army. It is an art that is still in its crude stages of development and one that is capable of almost unlimited possibilities. The French, with characteristic alertness, were quick to appreciate its great usefulness and employ and continue to use it with rare skill; the Germans lost no time in their endeavor to outdo the French, and the English accepted it as a modern necessity, but practised it at first with a heavy hand and with a lack of grace and imagination. As H. G. Wells humorously puts it in his book, 'Italy, France, and Britain at War': . . . many of the British tents look as tho they had been daubed over by protesting man muttering "Foolery!" as he did it. With a telescope the chief points of interest in the present British front in France would be visible from Mars. . . . But the effect of going from behind the French front to behind the English is like going from a brooding wood of green and blue into an open blaze of white canvas and khaki.'"

Mr. Wells is quoted for the sake of pointing out "forcibly that camouflage is not merely a matter of daubing paint, but that it calls for the right sort of daubing and the right sort of color, and, above all, demands skilful consideration and direction." Low visibility is not a new ideal of warfare. The American Indian with his primitive resources was more than a match for redcoats. The first experiments aimed to make the guns look like the foliage in which they were enmeshed, so paint was applied to this purpose. But when a gun was moved up and happened to be placed in an open country, its previous camouflage only aided its visibility. The French, with their natural alertness to the uses of science, says Lieutenant Smith, saw in the protective coloration of birds and animals a solution of this perplexing question:

"They began at once to experiment along this line, bearing in mind that the coloration of animals seems to have been done by a kind Providence for the purpose of breaking or disguising the outlines of the animal and to counteract as far as possible their under shadows. With this in mind, the camoufleurs darkened the high lights along the top of a gun-barrel and lightened its under surfaces, using for their paint colors that were agreeable to the existing surroundings. And then with this as a foundation they began 'breaking' the outlines with irregular streakings and blotches, all very weird to behold at close range; but at a distance, if they did not accomplish invisibility, they gained what they were unable to do before, and that is the confusion to the eye. A gun painted in this way became a

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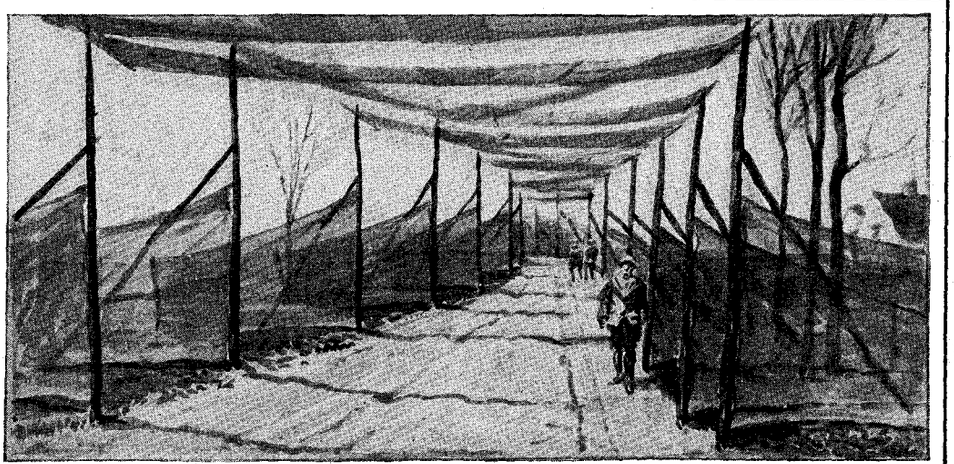
'What-is-it?' It raised a doubt in the mind of the observer; it disarmed his suspicions, and accordingly blinded him to its importance. In other words, this new method of painting accomplished invisibility by giving to objects a sort of harmless insignificance. Painted in this way, aero-sheds, tents, and the various gigantic instruments of war are modest, shrinking deceptions. They seem to say, 'Tut, tut, don't look at me; I am nothing!'

"But to accomplish this degree of distraction is not an easy matter; the camoufleur finds the problem of 'breaking outlines' the most difficult of his art, for the reason that he must contend with the painting of surfaces which in most cases are composed of angular planes, projections, and overhanging edges with their underlying shadows. In the case of animals, and especially with birds, this is almost entirely eliminated, since the furred and feathered surfaces here are softly modeled and the light falls upon them with the most gradual gradations of tone from the upper to the lower and under surfaces. In addition to this, an animal or bird can always 'lie low,' and by crouching close to the ground can 'squash away' the telltale shadows of the deeper under-surfaces. Furthermore, the protective markings in animals are usually more perfect in the smaller animals, and especially the helpless young, and in these cases the markings are small in scale—that is, they correspond in size to the crinkled forms of dried leaves, lichen, and fragments of tree-bark and the like.



HOW A ROAD IS CONCEALED.

Strips of canvas stretched overhead hide a roadway from aeroplane observation. Wing screens along the side serve also to efface the lines of the road.

"In contrast to this the camoufleur's task is almost in proportion to the comparative increase in the size of the objects that he must conceal. His protective markings must be in scale with tree-trunks and boulders or the scarred upheaval of the shell-torn earth. He must constantly struggle against obliterating mechanical surfaces, sharp angles, cogs and wheels, and, worst of all, he must fight against the suppression of the infinite shadows cast by projections, to break the sharp mechanical edges and wipe out, if possible, the shadow cast by the entire object. Paint alone can not always accomplish this obliteration of form, especially in the larger guns; but it is nevertheless constantly employed as a basis for protection, and further augmented by the use of reed or leaf nettings supported on posts above the guns and often in front and on both sides."

The next step we are shown was the introduction of a counter-attraction. "Following the 'Tut, tut, don't look at me,' came the logical, 'Oh, say, look at this,' the 'this' being, of course, something very carefully and apparently carelessly exposed with the object of attracting attention away from the 'don't look at me.'" It is in this particular, and the ingenious development of this idea, says this architect-soldier, that camouflage can claim originality:

"And it is also through this side of the work that camouflage gained its popular recognition; the game of 'fooling the *Boche*' appealed to the people and amused them tremendously, and altho, or perhaps because, the work was fraught with danger it must have brought considerable satisfaction and amusement to the camoufleurs themselves. A joke is a joke the world over, even if it is light-hearted or grim as death; and while it has raised camouflage to the prominence and popularity of a slang word, it has also robbed the art of its dignity and seriousness. We are too ready to associate the work of the camoufleurs with their mirth-provoking accomplishments, the fakes and tricks and amusing deceptions, and to overlook their thoroughly important work of concealment. . . . . .

"As a protection against aerial observation, strips of green are stretched over the roadways diagonally from pole to pole, forming a sort of criss-cross network. When viewed from a great height this green lattice is sufficient to counteract the bright glare of the road and to a great extent conceal whatever movement of troops may be going on beneath it.

"It must be remembered that the enemy does not rely entirely upon visual observations; in fact, most of the location maps, trench-lines, and the like are made from photographs taken through a telescopic lens. For this reason the camoufleur must count to a certain extent on the effect of color on a photographic plate. Blues, for example, photograph very light; in fact, all the cool colors appear a good deal lighter in a photograph than do the warm colors. Accordingly, the matter of the proper use of color, or, rather, the use of proper colors, becomes a very important factor in the painting of protective markings and outline distortions."

VEILING THE REGULAR OUTLINES OF A CAMP.

The tents on the mottled side of this picture merge with the ground, while those uncamouflaged stand out in sharp lines. The irregular markings make the outlines of the tents hard to distinguish.

The American has yet to win his spurs as a camoufleur. Mr. Smith feels that what the French were ingenious enough to invent and the Germans to copy, the American ought to make a business—"not a cut-and-dried business, but one directed with level reasoning and touched by American humor and inventiveness."

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ONE HEIFETZ IN A CENTURY

MUSIC MAKES CONQUEST OF YOUTH, and bends it to do her will. Last year the sensational victim of the Muse was a young Brazilian girl who thrilled her hearers on the piano. This year it is a Russian boy—they say he is not seventeen—who plays the violin as "one of the elect." All the New York critics are on their knees to him, and Chicago and Boston are if anything vying in terms of adulation. It appears to be Bach who was created to test the worth of a violinist, and Jascha Heifetz's recent playing of Bach's great *chaconne* for violin alone "emphatically crusht all doubts" about him, says the critic of the New York *Evening Post*. He had already proved himself "a very clever violinist, equally at home in the lofty antique style and modern sentiment as well as virtuosity." This had been shown by a Handel sonata, by short pieces by Wagner, Tschaikowsky, Sulk, and Wieniawski, even in the Saint-Saëns's concerto, where "elegance of style predominated and every bar displayed sound musicianship." And, continues the *Post* writer:

"If one might have wished a more seething tone in the *andantino* of the French work, nothing, absolutely nothing, was lacking in the *chaconne*. It was truly inspired playing, with some delicious *pianissimo* effects which Bach surely would have approved, tho he may not have had them in mind. Very, very seldom has this music been played here with such unerring intonation, such purity of tone, such flawless double stops, such masterly bowing, such truly Bachian phrasing and command of the grand style. It was astonishing, ravishing, thrilling, and the applause of the large audience was commensurate with the provocation for it. Russia has scored once more."

Heifetz passes on to Chicago, and there "the old town goes completely wild," says the exuberant *Musical Leader*. He "came on the horizon and in the most matter-of-fact way proceeded to lift people off their feet." The fashionable audience, we are assured, if not convinced, "forgot to knit, to be restless, and sat up and took such notice as no other audience has taken in years"—

"Here was a real sensation, one who did not know that he was a sensation; in fact, he seemed embarrassed at his reception. He wanted to play and just play without having to acknowledge a dozen or more times the rapturous plaudits of the multitude.

"The piece chosen for his introduction was none other than the Tschaikowsky concerto in D major, one which it has not been possible to accept as anything more than a technical display, but Heifetz made it a monumental work, reading a depth of meaning into its brilliant phrases that could only be gained by a genius, for it takes something more than talent and work to read into this concerto a great soul. Here was playing of rare loveliness and power, playing which revealed wondrous musical intuition and a rare spirit and appreciation for artistic utterance.

"Such beauty of tone and technical finish, such compelling personality, have seldom been known in men many years his senior and who have been reckoned with the great ones of the world. Here is a boy who has conquered the musical universe; there seems nothing more for him to acquire."

After his second Chicago appearance the correspondent of *Musical America* (New York) showed that Americans can reawaken even the old furores that once attended Jenny Lind's American appearances. Here are words that seem to read out of 1850:

"Heifetz defies criticism. He played each number as Heifetz only can play, and tho some local violinists reproach him with coldness in such pieces as the 'Ave Maria' and the 'Minuet,' the stupendous triumph scored by this artist proved that the thousands of violin devotees present at his first recital acclaimed his work perfect. Shouts of 'Bravo!' whistling, hand-clapping, and stamping of feet were the vehicles used by the public to demonstrate its great satisfaction and delight. To review the playing of each number is unnecessary. Nothing more can be said than has already been written. There is only one Heifetz in a century, and those on earth when such a phenomenon appears have one more reason to be happy to be alive."

Chicago has not had all the raptures, tho. Perhaps she even set out to vie with New York, who, if they were forthcoming at all, would inevitably have them first, as being the first stepping-stone from the European highway. Pitts Sanborn, in the New York *Globe*, finds for us a special cause for congratulation:

"The singers we so often get only after ten or twenty years of good career lie behind them, but the fiddlers do come here young. Kreisler came very young, Marteau at sixteen, and these last years there are Elman, Zimbalist, Parlow—and now Jascha Heifetz. Only with Heifetz you do not think of youth, because his performance is perfectly mature, or of age, because it has the inexhaustible vitality of everlasting life. . . .

THE BOY "CONQUEROR OF THE MUSICAL UNIVERSE."

Jascha Heifetz, who "came on the horizon and in the most matter-of-fact way proceeded to lift people off their feet."

"To undertake analysis of such playing seems futile and rather silly. But if any one wants it, here is a very fragmentary beginning, submitted cheerfully: Heifetz has a broad, firm tone, edged with the silver resonance that rings in our ears from fiddle or human voice as right. And the purity of this tone, from the open G string to the topmost harmonic, whether proclaimed in a lordly *fortissimo* or fined down to the faintest whisper, alike in flowing *cantilena* and in complicated passage work, is a modern miracle.

"To chatter about technic were an impertinence. Through sheer perfection the mechanics of the instrument cease to exist—double stopping can never grate, every scale is of those matched pearls, every staccato a point of light. Infinite finish of detail has its just place in the composition of the picture, but no more. Heifetz displays the sense of large design we find only in the greatest musical interpreters—a Paderewski, an Ysaye, a Casals, and the feeling, musical and emotional, that suffuses the design is the right and only feeling.

"Moreover, anything he touches turns to gold. Ysaye can make a Vieuxtemps concerto sound as if Beethoven wrote it. Heifetz did the same for the Wieniawski D minor."

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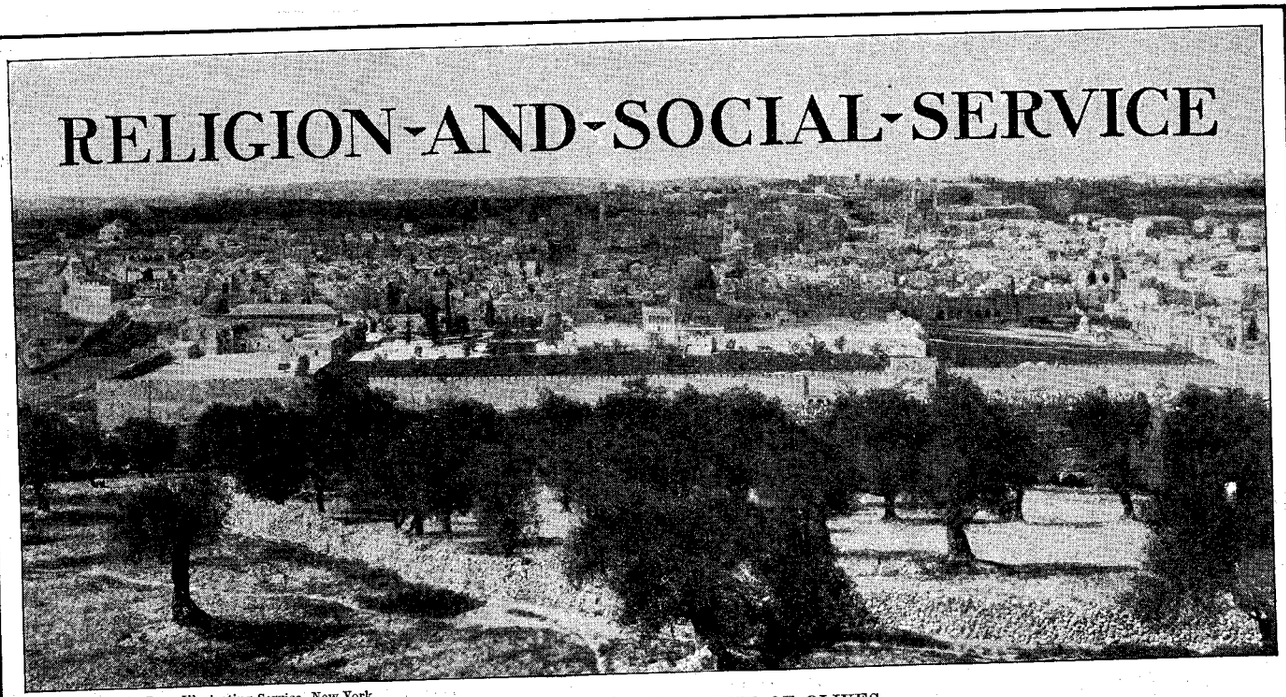
RELIGION-AND-SOCIAL-SERVICE



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JERUSALEM FROM THE MOUNT OF OLIVES.

The Mosque of Omar, the second holy place in the Moslem world, may be seen in the middle distance just inside the outer walls.

CHRISTMAS IN THE REDEEMED JERUSALEM

CHRISTMAS WILL HAVE A FLAVOR of religious romance this year when Christendom reflects on the relief of Jerusalem from Moslem domination. The capture of the Holy City by the British forces rejoices both the Jewish and the Christian world, for, as the New York *Tribune* points out, "Christian and Jew alike have been impatient at the thought of alien and infidel occupation of the Holy Land—the land of Gethsemane and the Mount of Olives, the heritage of the House of David." On the other hand, sight must not be lost of the fact that the Holy Sepulcher has been committed for centuries into the keeping of Moslem hands, and the city has become for them one of the sacred places of the earth, and Christ incorporated into their hierarchy of prophets. The Moslem troops of India, which, unable to stand the rigors of winter in France, had been transferred to participate in these Eastern campaigns and helped to effect this deliverance, have thereby added another of those ironic touches of which this world-war is prolific. The religious significance of the fall of Jerusalem is necessarily commingled with its military, and opinions vary as to the weight to be attached to these two. German propaganda, foreseeing the end now accomplished, has been emphasizing, says the New York *Sun*, "the insignificance of the city to the cause of the Central Powers and its unimportance as a point of strategic operations." But, it continues:

"In reality, the Kaiser had every reason to save Jerusalem from the Allies. From the time of his spectacular entrance into the city he has sought to transform it into a Near-East stronghold of Teutonism. He built the Church of the Holy Redeemer near the Holy Sepulcher, the massive German Roman Catholic Church, and the Kaiserin Victoria Hospital, and then prepared them for usefulness in his future military plans by equipping their lofty towers with wireless instruments and great search-lights that swept the neighboring country.

"The strategic value of Jerusalem is not insignificant. With the control that it gives over the Judean hills it places in the hands of the Allies the key to Galilee. It permits the penetration of the country to the north, the acquisition of Mount Carmel, Nazareth, and the Sea of Galilee. The German scheme of expansion in the Holy Land is ended; the loss to the Kaiser is the loss of another colony.

"The restoration of Jerusalem to Christianity is a great victory for civilization. It means not only the return of the holy places of sacred history to Christianity, but the lifting of the hideous burden of Turkish misrule from a people who have suffered for centuries from its cruelties, exactions, and oppressions."

To the Jews of the world the event can not be overestimated. *The Jewish Morning Journal* (New York) gives the title of "Messiah" to Great Britain, and says she is the "first conqueror of the Holy City since the days of Cyrus to merit the title." The British Government has already pledged itself to the establishment of Palestine as a national home for the Jews, and Zionists the world over hail the realization of their hopes. Rabbi Stephen S. Wise, one of New York's Zionists, told a *Tribune* reporter that he was "doubly happy at the news because it would give the Jews opportunity to solve their problems in their own long-hoped-for manner." The Russian revolution, he thinks, is not a sufficient solution, as "the Jew must solve his own problems on soil that was originally Jewish." *The Jewish Morning Journal* writes thus jubilantly:

"Our holy ancient capital has many times fallen into the hands of a conqueror since the Sons of Judah conquered and burned her after the death of Joshua, the son of Nun, as told in the first chapter of Judges. But at no time has she fallen into hands other than Jewish under such circumstances as the present, and her passing into new hands has never had such deep interest for millions of Jews in other lands as this time.

"England is conquering Palestine for us. One must himself be a Jew and know the Holy Writ in the original language to grasp what it all means to the Jew who has not entirely estranged himself from his brethren.

"All questions about the future sovereignty over our ancient homeland are answered, and all doubt is dispelled. Palestine belongs to England, and will remain with her after the world-war and after all possible changes which we can imagine for the future which can be of practical interest to us. Palestine is now under the dominion of the Power which has promised to permit us to establish there a Jewish homeland, under the Power which is allied with great and free America and with beautiful and lovely France to make the world safe for democracy, safer for the opprest nationalities, for the homeless and wandering Jews, who are themselves not sure whether they are a nation or not.

"Let no one say any more that the world-war has brought us nothing or that our fallen brethren in the different armies died in vain."

Recent events in Russia will undoubtedly change the com-

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plexion of life in Palestine even with the city freely restored to its old masters. The following is the view taken by Mr. D. M. Hermalin, Yiddish editor of the American Alliance for Labor and Democracy, printed in the New York *Tribune:*

"If Palestine had been given to the Jews ten, or even five, years ago, during the persecution in Russia, of the ill treatment in Roumania, and of the anti-Semitic movements in Austria-Hungary and Germany, millions of their numbers would have flocked to redeemed Judea, and a new Jewish state would have sprung up among the ruins of a devastated land. Jewish money, Jewish perseverance, Jewish labor, and Jewish skill would have combined in great force to make an arid land fruitful, to build modern docks and wharves, to establish factories, introduce industries, and after much effort make the undertaking a success.

"But the aspect suddenly underwent a great change. Russia, the home of six million Jews, became a free country. No matter what sort of a government Russia will establish after the great world-war is over, it is going to be a free government, where the Jews will be equal before the law. Roumania has promised—and the Allies will see to it that she keeps her promise—that her Jews will be thoroughly emancipated.

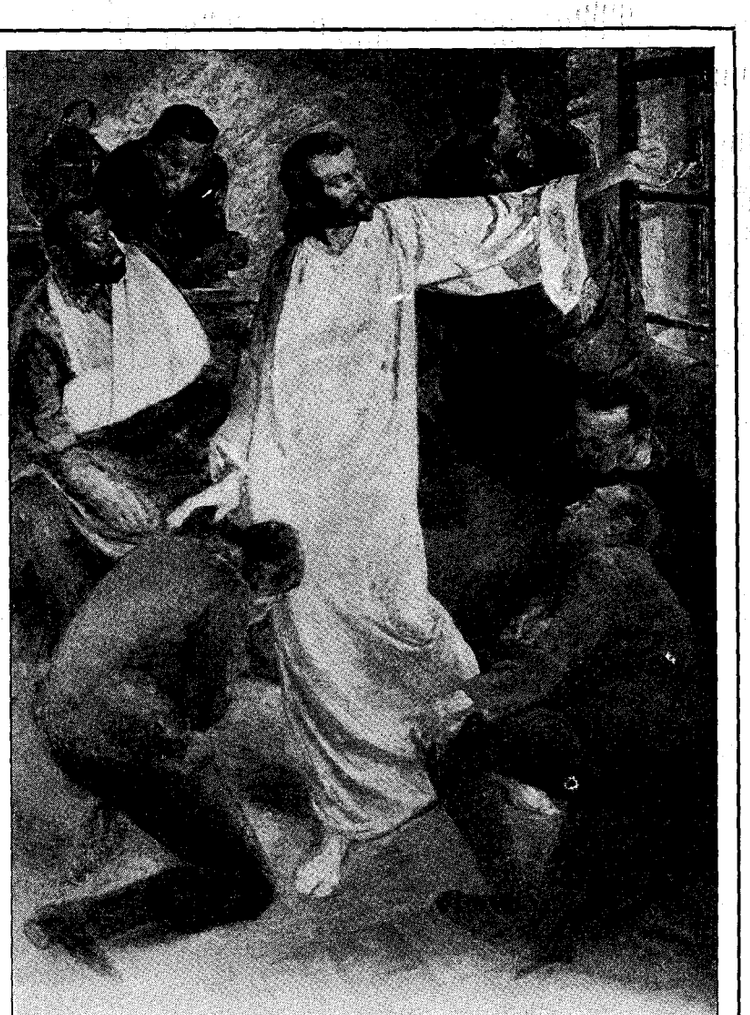
"Austria-Hungary and Germany will, after the war, do away with their anti-Semitism, seeing that even in Russia equality will be established. What will then be the compelling force that will drive the Jews to abandon their Western homes of a higher state of civilization and migrate to a land of ruins surrounded by roving Bedouins, blood-thirsty Arabs, and hordes of semisavages?

"Some maintain that the motive power might be the re-establishment of their old religious services. There is no hope for this. England has explicitly said that if Palestine is restored to the Jews they would have to keep aloof from all the sacred shrines established by other religions.

"On Mount Moriah, where Solomon's Temple once loomed above all other edifices of old Israel, the Mohammedans erected the famous Mosque of Omar, considered as one of the most adored centers of Islam. Even if it were possible to demolish that mosque, the great mass of the Jewish liberals would never permit the rebuilding of the Temple. . . . . .

"Israel is on the verge of being rehabilitated as a nation on its own traditional soil, but liberty and democracy, the greatest factors of modern civilization, may thwart the long-hoped-for fulfilment. Should Israel pray for a return of barbarism and tyranny, so that it might be able to return to the land of its ancestors? Time, the great decider of the fate of nations, will also solve this perplexing problem."

But, says the New York *Evening Sun*, "the winning of Jerusalem is to Christendom what the finding of the magic cup or ring was to the paladin of fable. It is the talisman of victory."



"CHRIST IN THE CAMP."

From a photograph of a painting made by a Viennese artist-soldier now a prisoner in a Siberian camp. Brought to this country by a Y.M.C.A. worker in the prison-camps.

"GONE WEST"

THE SOLDIER DOES NOT DIE; he has only "gone West." This evasion of the physical fact has a variety of significance in the soldier's psychology. One of these is illustrated in a story of a Scottish lad told by Commander Evangeline Booth in *The War Cry* (New York). She points out that it may just as well be the story of any American mother's boy in the near future, for the Salvation Army is "putting forth every effort for the salvation of the soldier." Already, so she reports, "thousands have been won for Christ by the six hundred officers who toil in almost four hundred hutments and rest-rooms just behind the battle-lines of France." The American camp also has its hutments, and "the extension of our work," she says, "will be according to the measure in which you come to our aid." Standing on the edge of a lake one evening when the sun dipt beneath the ridge of sawlike hills and murmuring "gone West" when the last rays sank below the purple barrier, her mind, she tells us, reverted to "the desolate waste of No Man's Land, flaming weirdly in the glare of bursting star-shells, the huddled forms of men and horses, lifeless in the steel-churned mud." She proceeds:

"Some mental messenger of condolence, swift to bring me comfort, turned my mind to think upon a bugler in a famous Scottish regiment—a lad of tender years, whose ever-ready smile and joyous disposition had made him a favorite among the older men. As in the case of so many other boy soldiers, the environment of the camp was quick to set its mark upon him. Drink reached out for him with clutching hands; cigarets had stamped their yellow badge upon his fingers, and he seemed to take a boastful delight in his ever-growing fund of profanity.

"Then, one Sunday night just after his regiment had returned to the rest-camps, relieved from a sanguinary period in a particularly difficult front-line trench, he visited a Salvation Army hutment. A salvation meeting was in process and he slipt into a seat at the back of the room, wondering if it were possible for any one to be quite so tired as a soldier just relieved from trench duty. At first he did not pay much attention and drowsed, but suddenly his eyes opened. They were singing—singing as only soldiers and Salvationists can sing—and he knew that song!

"Behind his heavy eyelids came a vision: a little Scotch village; fields of fragrant heather drenched in the warm June sunshine; the ivy-hung walls of a little stone church nestling by the roadside, and a woman of slender form and of the sweetest face in all the world to him—MOTHER!

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My faith looks up to Thee,
Thou Lamb of Calvary,

"The words soared up from a thousand throats and his vision faded in a mist of tears. He found himself at the penitent-form, the arm of a Salvationist captain thrown over his bowed shoulders, and there in that Salvation Army hutment, within sound of the rumbling guns, the bugler boy found the Christ of Calvary.

"Some weeks later his regiment was again in the trenches. Save for the desultory firing of sharpshooters the lines were quiet. The commanding officer and a sergeant were making their regular inspection when, rounding one of the tortuous angles of the trench, the commanding officer almost stumbled over the limp form of a young bugler. . . . . .

"'Done for?' queried the sergeant.

"'Yes,' answered the officer, 'the poor lad's "gone West."'

"Through some unaccountable vagary of fate the mind of the dying lad registered the spoken words. A sudden momentary surge of vitality moved the still figure. There was a flutter of eyelids and the officer bent to catch the words that came faintly and with difficulty from the purple lips.

"'Gone West? . . . Yes, sir . . . but . . . not done for! It is only . . . just beginning . . . I see . . . him! . . . and . . . and mother!' With the last word a wondrous smile illumined the pale face and the tired head dropt back into the blood-besmeared mud of the trench."

THE DYING CAPTIVE'S VISION.

Painted in the prison-camp at Habarovsk, Siberia, by a student of the Vienna Academy, the photograph brought to this country by a Y.M.C.A. worker.

INDIA'S CHRISTIANS FOR FREE INDIA

THE IMPULSE FOR HOME RULE that is at present asserting itself among the Christians of India is revolutionizing the attitude of the Hindus, Mussulmans, and other Indians toward them. The non-Christian Indians have hitherto felt that their countrymen who profest Christianity clung to the foreigners whose faith they shared, and, therefore, left them severely alone. But now that the Indian Christians, both of old standing and new converts, are showing that their "future is bound up with the people of their own blood," the differences of religion are being forgotten, and they are welcomed as patriots. *New India* (Madras), which belongs to Mrs. Annie Besant, who certainly can not be accused of partiality for Christian missionaries and their followers in the East, wrote in the course of a recent editorial note:

"The time has come when the Hindu and Moslem communities should stretch out friendly hands to their Christian brethren, welcoming them as natural allies in the struggle for Indian freedom, and recognizing their place in the great Indian nation."

The editorial from which we have quoted was inspired by a meeting of influential Indian Christians held in the Young Men's Christian Association auditorium at Madras. Mr. M. D. Devadoss, barrister-at-law, who presided, demanded for his community separate representation in the legislatures that are shortly to be constituted, according to the recommendations of the British mission, under the Rt. Hon. E. S. Montagu, P.C., which is at present in India on a rapid tour of investigation. His plea, as reproduced in *New India*, was:

"It is very necessary that the Christians have a representative in the legislative and other bodies. It might be said that they form only one class among many classes of people, and a person of any class might represent them. No doubt the Christians have many things in common with other people, but there are certain things which are distinctly Christian, and when the interests of Christians clash with the interests of other people, those people will not be able to represent the Christians properly. It is, therefore, incumbent that they should have their own representatives in all the great institutions of the country. To mark the progress of the Christians, to show that they are a community by themselves, to justify the fact that they by their education and advancement are fit to take part in the councils of the state, they must be given a proper place which should not be left to the whim of the electorate, which might or might not send proper representatives. They should have the right to send their own representatives, who should be elected, if possible, by the members of their own community."

It is striking that the Indian Christian demands for self-expression strike sympathetic chords in Indian non-Christian hearts. The editorial writer of *New India*, for instance, says:

"In the new electorates proportional representation must be accepted in some form. As the Mussulmans have agreed to a certain proportion of Moslem . . . members (of the legislature), so should Christians also have their due proportion, thus safeguarding their special interests, and lending their aid in the solution of general questions."

"It has been said that India can not be looked upon as a nation because of her varied religions and tongues," says Raja Sir Harnam Singh, Ahluwalia of Kapurthala, "but the spirit of nationality has been awakened in us, and true love of country knows no barriers of caste or creed or language."

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"This gladdest day in all the year
I bring this wholesome Christmas cheer.
Enjoy and smile and hope again
For peace on earth—good will to men!"

Christmas will still be "Christmas"

The one day in the year when we are all bound to look on the bright side of life, and make the most of every sensible enjoyment. Above all, let your Christmas dinner be as cheerful and inviting as you can make it. Give it the added zest and relish of an appropriate soup course. If the dinner is a hearty one, begin it with

Campbell's Consommé

In this delicate and appetizing Campbell "kind" you have an ideal introduction to the Christmas menu.

Made from choice beef and doubly clarified by an improved method of our own, it is rendered as clear as amber, and extremely inviting.

We flavor it slightly with selected vegetables, fine herbs and a touch of French blending. Its attractive appearance and piquant flavor appeal to the most critical taste, and make this delightful Consommé especially appropriate with a very hearty dinner or any formal occasion where many courses are served.

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Today when you order from the grocer, remember to include some of *Campbell's Consommé*.

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Chicken
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Mutton
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Campbell's Soups

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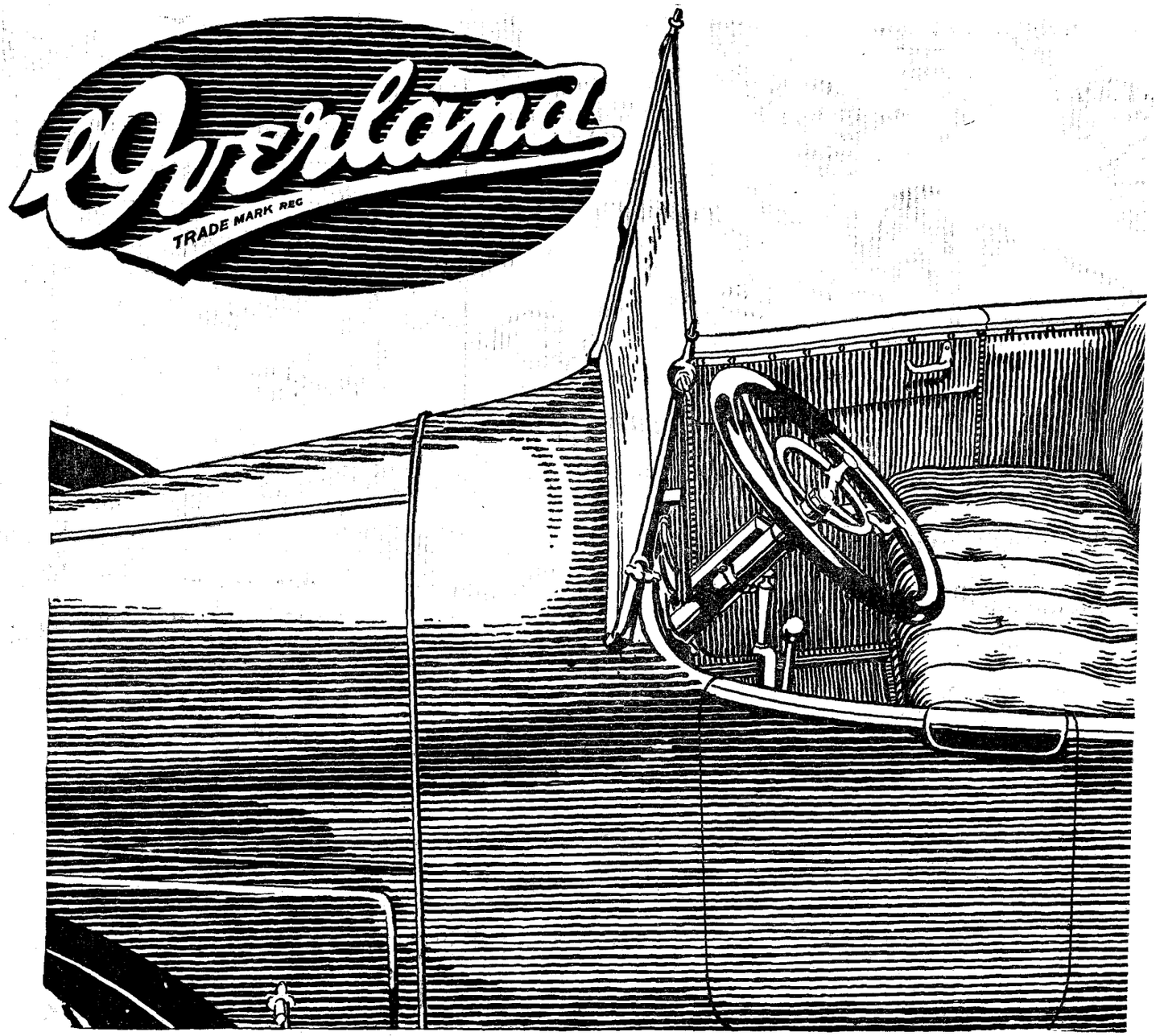

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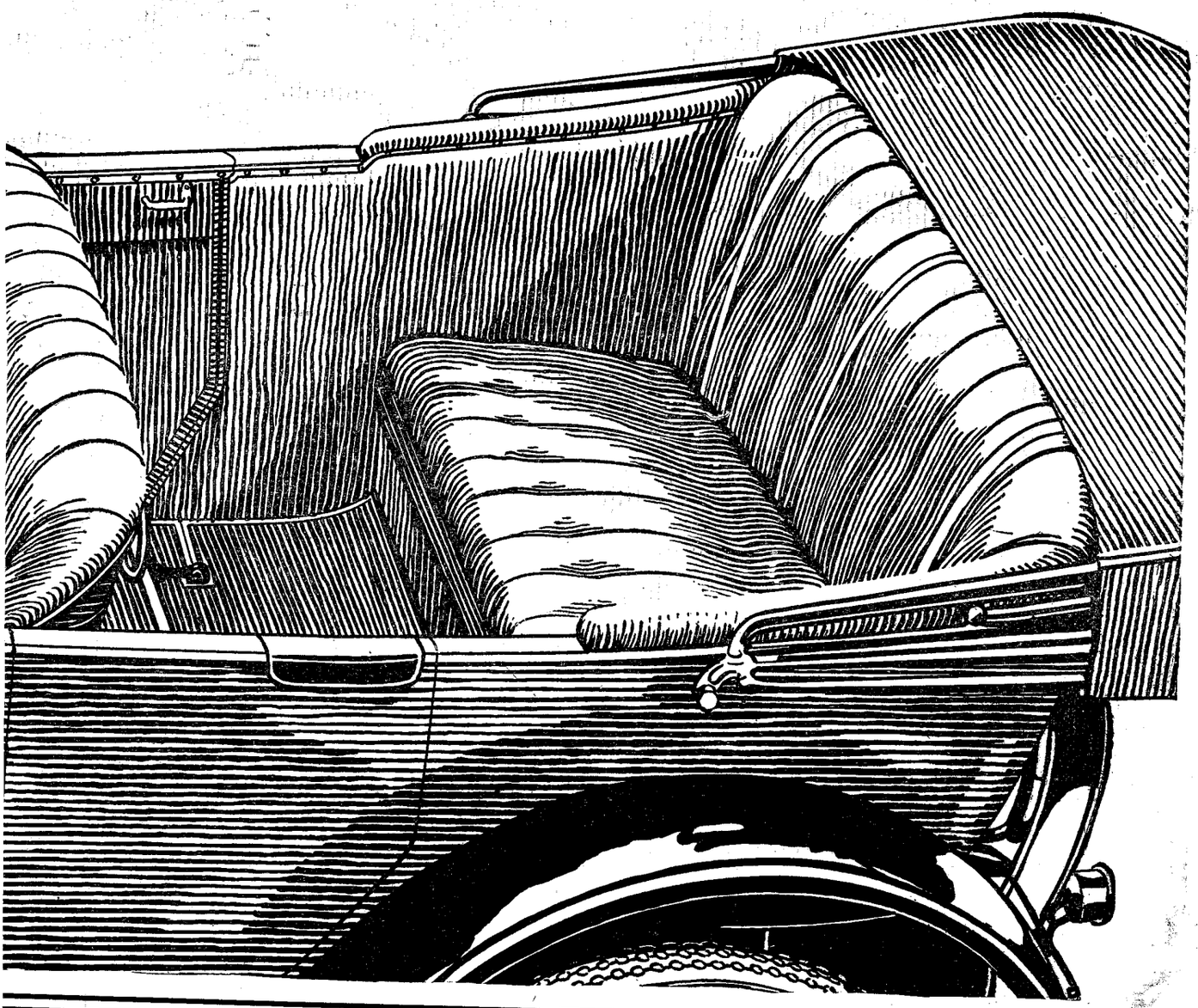

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CURRENT - POETRY

"PEACE on earth and good - will toward men"—the time-honored key-note of Christmas—comes amiss this year when the festive season is saddened by our first war-time Yuletide. Yet the red horrors of war have inspired one of America's most respected poets with a Christmas peace theme, and Mr. Edwin Markham, in *The People's Home Journal*, gives us what he describes himself as "the best poem he has ever written." Whether Mr. Markham is as fine a critic as he is a poet we leave our readers to judge, but many will still remember "The Man with the Hoe." Mr. Markham's plea for a just and lasting peace is entitled:

PEACE OVER EARTH AGAIN

BY EDWIN MARKHAM

Rejoice, O world of troubled men;
For peace is coming back again—
Peace to the trenches running red,
Peace to the hosts of the fleeing dead,
Peace to the fields where hatred raves,
Peace to the trodden battle-graves.

'Twill be the Peace the Master left
To hush the world of peace bereft—
The peace proclaimed in lyric cries
That night the angels broke the skies.
Again the shell-torn hills will be
All green with barley to the knee;
And little children sport and run
In love once more with earth and sun.
Again in rent and ruined trees
Young leaves will sound like silver seas;
And birds now stunned by the red uproar
Will build in happy boughs once more;
And to the bleak uncounted graves
The grass will run in silken waves;
And a great hush will softly fall
On tortured plain and mountain wall,
Now wild with cries of battling hosts
And curses of the fleeing ghosts.

And men will wonder over it—
This red upflaming of the Pit;
And they will gather as friends and say,
"Come, let us try the Master's way.
Ages we tried the way of swords,
And earth is weary of hostile hordes.
Comrades, read out His words again:
They are the only hope for men!
Love and not hate must come to birth:
Christ and not Cain must rule the earth."

Grantland Rice in his "Songs of the Stalwart" (D. Appleton & Co.) admirably expresses what many of our boys in the trenches must be thinking this Christmas in his poem—

WHEN CHRISTMAS CALLS

BY GRANTLAND RICE

Christmas has called—and I want to go home;
Christmas has whispered—and out through the night
There's something which beckons to us who must roam
Far from the berries of scarlet and white;
There's something which beckons—and out on the road
We follow the way of a dream that is old,
And weary the travel and heavy the load
Of those who may never turn back to the fold.

I want to go back to the day where at dawn
A tow-headed youngster rushed forth with a whoop
To the clarion call of the Little Tin Horn
And the roll of the drum as it summoned its troop
Of the tin-soldiered legion with muskets agleam,
Serried and straight in an unbroken row—
I want to go back where a fellow can dream
Of Christmas like that in the Longtime Ago.

One more echo of the trenches and we are done with war, but the carol-form applied to war is in itself so interesting that we can not refrain from quoting from "A Book of Verse of the Great War," published by the Yale University Press, the vivid carol entitled:

A CAROL FROM FLANDERS

BY FREDERICK NIVEN

In Flanders on the Christmas morn
The trenchèd foemen lay,
The German and the Briton born—
And it was Christmas day.

The red sun rose on fields accurst,
The gray fog fled away;
But neither cared to fire the first,
For it was Christmas day.

They called from each to each across
The hideous disarray
(For terrible had been their loss):
"Oh, this is Christmas day!"

Their rifles all they set aside,
One impulse to obey;
'Twas just the men on either side,
Just men—and Christmas day.

They dug the graves for all their dead
And over them did pray;
And Englishman and German said:
"How strange a Christmas day!"

Between the trenches then they met,
Shook hands, and e'en did play
At games on which their hearts are set
On happy Christmas day.

Not all the Emperors and Kings,
Financiers, and they
Who rule us could prevent these things—
For it was Christmas day.

O ye who read this truthful rime
From Flanders, kneel and say:
God speed the time when every day
Shall be as Christmas day.

Turning now to poems with the real old-fashioned Christmas ring, we find this charming carol in Theodore Maynard's new book of verse, "Drums of Defeat," which Erskine Macdonald, of London, has just published:

CHRISTMAS CAROL

BY THEODORE MAYNARD

Lay quietly Thy kingly head
O mighty weakness from on high;
God rest Thee in Thy manger-bed—
Sing Lullo-lullo-lullaby—
O Splendor hid from every eye!—
La-lullo-lullo-lullaby!

Ye mild and humble cattle, yield
Room for my little son to lie;
Your God and mine is here revealed—
Sing Lullo-lullo-lullaby—
Naked beneath a naked sky—
La-lullo-lullo-lullaby!

Deal kindly with Him, moon and sun;
No bird to Him a song deny;
Ye winds and showers every one
Sing Lullo-lullo-lullaby!
For men shall cast Him out to die. . . .
La-lullo-lullo-lullaby!

From the Harvard University Press comes Robert Silliman Hillyer's "Sonnets and Other Lyrics," from which we select this shivering poem:

WINTER NIGHT

BY ROBERT SILLIMAN HILLYER

The snow lies crisp beneath the stars,
On roofs and on the ground,
Late footsteps crunch along the paths,
There is no other sound.

So cold it is the very trees
Snap in the rigid frost,
A dreadful night to think on them—
The homeless and the lost.

The dead sleep sheltered in the tomb,
The rich drink in the hall;
The Virgin and the Holy Child
Crouch shivering in a stall.

But Yuletide has its festive side—the turkey, the Christmas-tree, the stockings for Santa Claus, and last, but not least, The Pudding. Agnes Porter in her new book "English B," which Sherman French & Co., of Boston, have brought out, gives us this simple but vivid poem of the pudding:

THE BLUE FLAME AROUND THE CHRISTMAS PUDDING

BY AGNES PORTER

The white-drest children gaze and gaze
In wonder at the Christmas blaze,
The violet flames, the spicy ball,
And cries of "Mind the alcohol!"

Aerial, lambent, once-a-year,
The violet flames, the atmosphere
Of darling England, Yules forgot,
All that we love and yet have not;

And as we see the violet spent,
Faces of little ones that went
Come back to help this lusty crew
Push violent dessert-spoons through.

The children make a romping game
Of blowing out the violet flame,
Not dreaming that our visions wake
More in the Flame than in the Cake.

From another Boston house, that of Houghton Mifflin, comes a sumptuous edition of the collected poems of Frank Dempster Sherman, where we find this admirable children's poem—

KRISS KRINGLE

BY FRANK DEMPSTER SHERMAN

Away with melancholy!
This day is for delight;
When mistletoe and holly
In wreaths and garlands bright
Are hung above the ingle,
And joyous voices mingle
To welcome in Kriss Kringle,
Who comes clad all in white!

Green spray and crimson berry
A crown for him shall be;
Gay catch and carol merry
Shall fill his heart with glee,
Shall match his sleigh-bells' jingle
And warm his ears a-tingle—
A greeting to Kriss Kringle,
The Christmas Fairy he!

Within his sleigh he carries
The presents high up-piled;
Not long with us he tarries,
By leaf and song beguiled.
God-speed, down dale and dingle,
May there not be a single
Forgotten one, Kriss Kringle,
But gifts for every child!

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PERSONAL GLIMPSES

COLONEL EDWARD MANDELL HOUSE, THE "NOISELESS MILLIONAIRE"

"WHAT do you know about House?" Ask the average American citizen that question, and he is likely to reply:

"House? E. M. House? Why he's—he's President Wilson's friend."

And right there he will probably stick, and it is ten to one that he can not tell whether he hails from New York or Texas; whether he is a lawyer, business man, or a plain politician. For without intending it Col. Edward Mandell House, the President's personal representative on the European War-Mission, is very much of a man of mystery in his own country. He does not represent the United States Government by virtue of any office. He seeks neither place, power, nor political preferment. He is an ambassador and a minister, but he bears no portfolio nor credentials. The Boston *Transcript* calls him the President's *alter ego*. The St. Louis *Dispatch* describes him as "rather an amazing person, a sort of embodied Intelligence, uninfluenced by traceable motives, and undisturbed by discoverable prejudices." Continuing, *The Dispatch* says of Colonel House:

Our own country has but a shadowy idea of what part he is to play in the great inter-Ally conferences, altho we are inclined to think that he will be able, if the need arises, to accomplish more of tangible results than a Jefferson or a Franklin at the Court of the French King or a John Adams at the Court of St. James's. Yet, curiously enough, the American people as a whole seem to share the President's confidence in him—a thing remarkable enough in itself in this land where political innovations are looked upon with disfavor and where innovators are rarely popular. The extraordinary interest of the French people in this remarkable man with his unusual position is justified.

In his Buffalo speech in the middle of November, President Wilson thus referred to Mr. House and his mission:

I sent a friend of mine, Colonel House, to Europe. He is as great a lover of peace as any man in the world, but I did not send him on a peace mission; I sent him to take part in a conference as to how the war is to be won; and he knows, as I know, that that is the way to get peace, if you want it for more than a few minutes.

A writer in *The Forum*, describing Colonel House as a "noiseless millionaire," says:

Colonel House is a name known the world over, but only a small group of intimates know the man. There has frequently, in the history of our Government, been a man, or mind, behind the "throne." There was Hanna in the days of McKinley, when you had to "see Hanna." There was Wood, when Roosevelt ruled. Wood was his most intimate "chum." You didn't "have to see" Wood, but a word from him was a prized token that reached Roosevelt's ear direct. There was Hay, when Harrison was in power—afterward

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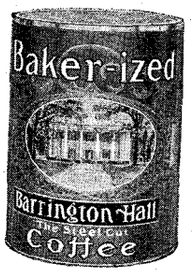

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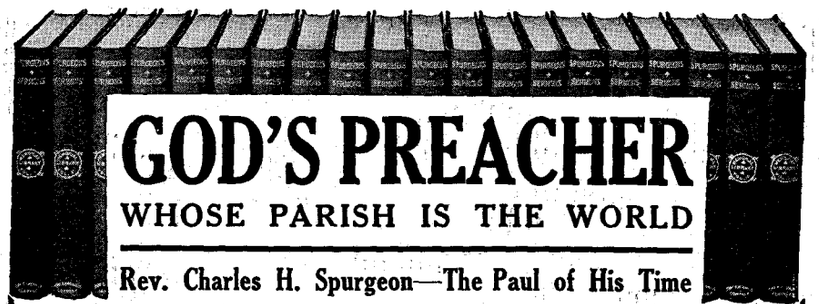

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Consul-General at London, the most valued prize in the executive gift-box. And there was Hornblower in the Cleveland days.

In the case of Colonel House there is a distinction and a difference quite dissimilar from the relation of his predecessors in potentiality. House is a mental equilibrium, a gyroscope, a stabilizer, a confidant, a sounding-board, and an ambassador, *ex jure*, of the Presidential mental slant. He knows what the President's thought emanations are and how to feed them upon what they seek.

President Wilson has been quoted as saying of Colonel House: "He is one of those rare men who can hold a subject off while discussing it so that you can get a proper perspective. His mind is so clear that he grasps any subject and enables you to see it as it is, without any reflected light or any distorting angle."

Of the beginning of their friendship *The Forum* says that while it has never been made clear just how President Wilson became acquainted with Colonel House,

It is known that back in 1912, when Mr. Wilson was Governor of New Jersey, some letters passed between him and the mysterious Texan. Whether the Colonel or the then Governor wrote the first letter is not recorded. But this fact stands out above all else:

In 1912, Col. E. M. House, of Austin, Texas, was scarcely known outside the Lone Star State. By February, 1913, the name of Colonel House had appeared in practically every newspaper in the country!

"Who is he?" was asked.

"A man from Texas," was the answer.

"Yes, but what has he done?"

"Nothing, except dabble in State politics."

"Ah, a politician. What offices has he held? What office does he hold?"

"He holds no political office, he never has held political office, he says he will never accept any political office—and what he says goes!"

"Well, then," comes the puzzled plaint, "how did he get into print?"

And the only reply was then as it is now, "He is the closest friend of Woodrow Wilson. We believe he is a political adviser of the President. The President admires him probably more than any other man. Doubtless Colonel House's suggestions in regard to the Cabinet and to scores of other things we know not of, nor will ever know, have been followed."

Now comes the politician's leading question:

"But what does he get out of it?"

It's a natural question—from the standpoint of politics. And the reply is one that few veteran politicians can understand.

"He gets nothing out of it except the satisfaction of honestly believing that he is serving his country and his party. He is a believer in measures but not of individuals."

Of his personality there is little to mark Colonel House from any one of a thousand well-to-do citizens. *The Forum* says:

Colonel House was fifty-nine years old on the 26th of last July. He is the son of T. W. House, a successful Texas banker. The Colonel was born in Houston, but made his home in Austin. His father sent

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him to the Hopkins Grammar School, in New Haven, and then to Cornell, where he was graduated in 1881. He married Miss Loulie Hunter, of Austin, the same year, and has two daughters, both now married.

He inherited some money but made the larger part of his fortune in agriculture, investments, and similar ways. He became a director in some banks and railroads, but only in corporations where he could take an active part. He never believed in being a director unless one can actually help direct. The late Henry B. Hyde got him a directorship in the Equitable Trust Company, but when he found that he could not attend all the meetings and take an active part, he promptly gave it up.

Aside from his banking and railroad interests he made much money with his many farms and ranches. He owns many of these and they all pay him well. No one knows the extent of his wealth. It isn't great as so many multimillionaires are ranked, but all sorts of guesses from one to twenty millions have been made. The favorite "guess," and the one probably approaching the nearest to correctness, is $2,000,000.

He has said that he has enough money. He doesn't care to make any more. He has explained that he has more than he can use, enough for his children, and that he sees no reason to struggle for more. He has a business office in Austin, one small room with an old-fashioned, flat-topped desk that has seen better days, a few filing-cases, some chairs, a small, old-fashioned safe, and upon the glass door this lettering: "Mr. Edward M. House."

Even in his native State they do not know much about the man—but they know what he can do. Whenever there is a gubernatorial campaign the question comes up: "Is House in this?" And if it is found that he is, they know that he is very much "in this," and that his man will in all probability win.

Colonel House's reticence amounts almost to bashfulness. When he worked so successfully for the nomination of Mr. Wilson in 1912, the newspaper men flocked to him. And it was then that he made this statement, which is considered a record-breaker for him:

To a man such as I am publicity is not only annoying, but injurious. I am not seeking anything for myself, and I am not seeking anything for anybody else; I am simply trying to do the best I can for the measures I favor. I am for measures, not men. To say that I have been able to accomplish anything would only be to draw upon me attention which would be most distasteful. I am not working for any influence that might be obtained, or favors that might be granted; I am just a plain citizen, and determined to remain one.

The Colonel—this title by the way is his by Southern "courtesy" only—once held an office for a brief moment. He was made chairman of the executive committee that put Governor Lanham in office, but after he had accepted he said: "I can not see for the life of me why I took this. I'll resign."

And he did.

The writer in *The Forum* says further:

Naturally it was something of a jolt to a great many veteran, dyed-in-the-wool politicians to find that this unknown

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Texan was suddenly in President Wilson's confidence. To the Democratic leaders it was a rude jolt that the President-elect should take this comparative stranger so thoroughly into his confidence when they—the leaders—were standing around simply awaiting the opportunity to advise and suggest and "help" their leader.

"Where did this minor-league politician come from?" some one asked.

"What do you mean, minor-league politician?" demanded a grizzled old Democratic war-horse from Texas.

"Who ever heard of this chap, House?" came the plaintive retort.

"He doesn't want to be heard of, but look out you don't make any breaks. He's a major-league politician, and bats a thousand every season," grinned the Texan.

It is said that not one hundred politicians in all Texas know Colonel House to speak to him—and not a politician of any sort, size, weight, influence, or importance but knows who he is and what he can do.

Without question he could have been a member of President Wilson's Cabinet—Secretary of State or any other portfolio he might have preferred—and without question he wouldn't accept it.

If there's any greater man of mystery than one who would refuse that, then he has not been discovered.

FOR A BROTHER IN FRANCE—Jimmy the Boy Scout had just sold another Liberty bond. The woman who bought it had pleaded in vain that she was already carrying all her means would permit. But Jimmy sold the bond. Jimmy is a persistent young man with a fine, manly way. He is president of his class in high school, delivers a newspaper route morning and night, and works for a grocer during Saturday's rush hours. Anna Stesse Richardson, of the Vigilantes, said to Jimmy after he had sold the bond:

"Jimmy, how can you find time to sell Liberty bonds, and why do you take such a great personal interest in the war?"

"I have a brother in France!"

To me this explained everything, but my friend exclaimed in a shocked voice:

"Why, Jimmy B——, you're an only son!"

"I got a brother in France," he reiterated doggedly. "I got him all picked out. He has brown hair and eyes, and he wears his hat so—" drawing his own tan felt over his eyes at a rakish angle—"He ain't much taller than me, kind of thin, and quick as a cat. I don't know his name, but I'm going to get it soon. I've written a letter—'To a Lonely American Soldier'—and sent it care of General Pershing to the Expeditionary Force in France. I bet some fellow that hasn't any folks over there will answer it."

My friend and I exchanged quick glances.

"Dr. Corbin said to us Wednesday night: 'Each one of you boys has a brother fighting for you in France. Go to it! Work for him like the mischief.' Well, I'm working for mine. If I sell a Liberty bond, it's for him. If I run errands for the Red Cross, it's for him."

Jimmy folded the Liberty bond pledge, and tucked it into his pocket.

"Much obliged, Mrs. S——. Good evening."

A brother in France!

SPICE OF LIFE

War-Slogans

Can the Kaiser!
Tin the Teut!
Pickle the Prussian!
Brine the Brute!
—*Boston Herald.*

She Pitied the Germans.—Her son had enlisted, and she was a proud old woman as she harangued a knot of friends on the village street. "Jarge always done 'is duty by me, 'e did, an' now 'e's doin' 'is duty by King an' country," she said. "I feel right down sorry for them Germans, to think of 'im goin' into battle with 'is rifle in 'is 'and and 'It's a Long Way to Tipperary' on 'is lips."

"Poor Germans, indeed!" exclaimed one of the audience. "Pity's wasted on 'em! P'r'aps you 'aven't 'eard of their cruelties?"

"P'r'aps I 'aven't," agreed the old lady. "An' p'r'aps you 'aven't 'eard Jarge sing."—*Tit-Bits.*

In the Tornado Belt

Handsome mister,
Some one's sister,
Sitting in a chair;
As he kissed her
Vicious twister
Tossed them in the air.

Lonely sister
Missed her mister
When the twister quit;
For the mister
Who had kissed her
Never even lit.
—*Kansas Industrialist.*

Lightning Calculator.—One day, as Pat halted at the top of the river-bank, a man famous for his inquisitive mind stopt and asked:

"How long have you hauled water for the village, my good man?"

"Tin years, sor."

"Ah, how many loads do you take in a day?"

"From tin to fifteen, sor."

"Ah, yes! Now I have a problem for you. How much water at this rate have you hauled in all?"

The driver of the watering-cart jerked his thumb backward toward the river and replied:

"All the water yez don't see there now, sor."—*Chicago Herald.*

She Knew What to Take.—Five-year-old Mary, who is always anxious to be in everything that goes on, lives in a small town where the long-suffering minister still endures donation parties, to make up his back salary. Just before the last one she begged eagerly:

"Can't I take something, too, muvver?"

"No; if your father and I take something that will be plenty."

But the child could not bear to give up the idea, so she ransacked the whole house for something suitable. Finally she appeared before her mother with a worn and faded dress of her own.

"Please, muvver, can't I take this? See, it's not a speck of good for anything," she urged.—*The Christian Herald.*

CURRENT EVENTS

THE WAR

OPERATIONS IN AMERICA

December 7.—The United States declares war on Austria, the Senate passing the resolution 74 to 0, and the House 361 to 1, the negative vote being cast by Meyer London, Socialist. Of the six Senators who voted against war with Germany, Senators Gronna, Norris, Stone, and Vardaman voted "aye." Senator Lane is dead and La Follette was absent. The President affixt his signature to the joint resolution at 5.03 P.M.

December 11.—The United States Senate orders drastic inquiries into the military situation regarding ordnance, supplies, and the general conditions at the camps and cantonments. An investigation also will be begun into the sugar shortage and a special investigation will be made of the entire coal situation.

December 12.—President Wilson, believing that the Government should control the railroads of the United States during the war, holds conferences with railroad executives and representatives of the four railroad brotherhoods.

December 12.—President Wilson formally issues a proclamation declaring a state of war existing between the United States and Austria-Hungary. No ban is placed upon Austrians in the United States, and the term "enemy alien" is avoided. Unlike the Germans in this country, the Austrians will be free to travel anywhere within the United States, and need not register so long as they remain loyal.

THE ITALIAN FRONT

December 6.—Paris dispatches state that a large force of Austro-Germans is attacking the Italians on a ten-mile front from Monte Sisemol north and east. Berlin reports the capture of 11,000 prisoners and 60 guns in the drive. The Italian report admits the powerful assault, but states that the ponderous effort of the enemy was met by stubborn resistance and many counter-attacks. Except in the northeastern sector the attacks were repulsed with heavy losses. On Monte Fior and Monte Castel Gomberto some Alpine troops remained isolated, making a heroic defense and glorious sacrifice.

December 7.—Paris reports that the Austro-German forces continue their supreme effort to break through the Italian line on the Asiago Plateau to reach the plains of Venetia. Rome is confident that the line will hold altho Berlin reports taking 4,000 more prisoners, making a total of 15,000. The official statement from Italian headquarters states that six enemy attempts to break through the line are repulsed, the enemy suffering heavy losses and being obliged to rest his advance at Monte Sisemol.

December 8.—Rome dispatches announce that the Italian resistance on the Asiago Plateau has not been weakened, tho Paris reports that the Austro-German assault shows no sign of abatement. The Italians yield only foot by foot and exact a high price for each advance of the enemy. In many instances battalions, and even whole regiments, have chosen to hold their ground to permit the main force to retire in good order, tho it meant their own annihilation.

December 9.—Reports from Italian Army Headquarters in northern Italy state that the Austro-German advance has been checked, and that the enemy has been defeated in his main design to

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break through to the Brenta Valley. The battle of Asiago is virtually suspended. An exceptionally large air-raid, in which 150 Italian airplanes scattered more than 2,000 bombs, causing extensive damage in the northern sector where the enemy was gathering forces and supplies, was carried out yesterday. Troop-trains were scattered and munition-supplies blown up. Allied reenforcements are reported as having taken their places on the Italian front.

December 10.—Paris reports state that semiofficial dispatches from the Italian Headquarters say the Austro-German offensive has subsided.

THE BRITISH AT CAMBRAI

December 6.—London reports that the retirement of the British from untenable positions in the Cambrai sector was not discovered by the Germans until the following day, and to-day the enemy announces the capture of Graincourt, Anneux, Cantaing, Noyelles, and the wood and heights north of Marcoing. A Reuter's dispatch from British Headquarters in France states: "We have fallen back deliberately and successfully upon a well-chosen line which rules out the salient made by Bourlon Wood, and should enable us to maintain our hold upon the captured length of the Hindenburg line against any pressure."

December 7.—A dispatch from British Army Headquarters in France states that the German casualties since the beginning of the battle of Cambrai are estimated at 100,000. The readjustment of the British lines is said to have been effected without sacrifice. London reports that two night attacks by the Germans fail. Field-Marshal Haig reports a small gain north of La Vacquerie.

December 8.—A London dispatch reports local fighting on the Cambrai front east of Boursies.

December 9.—Dispatches from the British front in France and Belgium report a lull in the action, and indicate that both sides are consolidating their new positions. It is generally believed that the Germans are preparing for a big offensive in the near future, both on the West front and in Italy.

December 12.—Reuter's correspondent at British Headquarters in France reports a fierce mass attack by the German forces against the elbow in the British line between Bullecourt and Queant, ten miles west of Cambrai. The intent was to overwhelm their opponents by weight of numbers, but the British defense was so stout that the Germans had only pushed their way 500 yards into the British front line when the assault was checked. Tremendous artillery preparation and great aerial activity by both sides preceded the attack. The British report five German airplanes brought down and three British craft missing.

THE RUSSIAN SITUATION

December 6.—The Berlin War Office announces the suspension of hostilities along the entire Russian front for a period of ten days, during which negotiations for an armistice will be concluded, it is expected.

December 7.—A London dispatch states that 1,500 Bolshevik troops have arrived at Vladivostok. Former Premier Kerensky is reported to have been elected Minister of Justice in the new Government organized in Siberia. General Korniloff, who recently escaped from Bukoff, has now joined General Kaledin, hetman of the Don Cossacks.

A report from Jassy states that at the suggestion of the Russian command hostilities have been suspended on the entire Roumanian front.

December 8.—A delayed dispatch from Petrograd states that the armistice with Germany began at noon yesterday and will continue for ten days. A Government dispatch from Petrograd, received in London by wireless, states that the Bolshevik Minister, Leon Trotzky, has sent to all Allied embassies and legations in Petrograd a note intimating that armistice negotiations have been suspended for a week in order to inform the Allied countries of the tendency of the negotiations, and the note adds that the armistice will not be signed unless it is agreed that the German troops shall not be transferred to other fronts.

December 9.—London announces that a formal proclamation has been issued by the Maximalist Government in Petrograd stating that General Kaledin, of the Don Cossacks, who is in control of a large part of South Russia (including the grain and coal regions) and General Korniloff have raised the standard of revolt against the revolutionary Government.

December 10.—Reports received at Washington state that Japanese troops have been landed at Vladivostok to protect valuable supplies there.

December 11.—A Reuter dispatch to London from Petrograd states that the *Pravda*, the official Bolshevik newspaper, announces the first collision between the Maximalist troops and 3,000 to 4,000 troops under General Korniloff, armed with machine guns. London receives more hopeful reports, indicating that Lenine and Trotzky, rather than accept the German terms of peace, will carry on the war.

December 12.—Advices received in London state that the battle fought at Mohilev between the Bolshevik forces and the Cossacks was a struggle of considerable importance, with the result in doubt. Another severe battle is reported at Tamanovka.

AMERICA AT THE FRONT

December 6.—Washington reports that a dispatch from General Pershing states that Second Lieut. Allie L. Cole and twelve enlisted men of the American Army Engineers were wounded in the action on November 30, the day on which the American Engineers assisted General Byng's forces in meeting a German assault.

THE CENTRAL POWERS

December 6.—Seven persons are killed and 21 injured in a German airplane-raid on London, in which 25 machines participated. Of the 6 planes that reached the city 2 were brought down.

December 12.—The British Admiralty report for the week shows a slight increase in the loss by submarine attacks. Fourteen vessels of more than 1,600 tons were sunk by mine or submarine and 7 vessels under that tonnage. One Italian steamship of more than 1,500 tons and 1 of less, and 3 small sailing-vessels were sunk. One steamship attacked was run ashore and 2 vessels attacked escaped.

WAR IN THE EAST

December 10.—A dispatch from London states that the city of Jerusalem has surrendered to the British and Entente forces, and that for the first time since the days of the Crusaders the city is in the hands of Christian troops. The fall of Jerusalem is regarded as the final collapse of the efforts of the Turks to capture the Suez Canal and invade Egypt.

THE WAR ON THE SEAS

December 8.—Dispatches received by the Navy Department at Washington announce that on Thursday night an enemy submarine sank the United States destroyer *Jacob Jones* with 1 officer and 68 of the crew. Lieutenant-Commander Bagley, brother-in-law of Secretary Daniels, Lieutenant Norman Scott, and 3 others escaped in a boat. They were picked up and landed at the Scilly Islands. Three officers and 34 men were rescued from life-rafts by two British vessels. The sinking occurred several hundred miles off shore. Few details have yet been received.

December 9.—Further reports from Vice-Admiral Sims received in Washington state that only 44 of the 110 men on board the destroyer *Jacob Jones* when she was torpedoed are known to have survived. The submarine, which was not seen until after the *Jones* sank, is said to have picked up one of the survivors whose identity is unknown.

FOREIGN

December 6.—As the result of a collision between the French munition-ship *Mont Blanc* and the Belgian relief-ship *Imo* in the harbor of Halifax, thousands of tons of high explosives on the *Mont Blanc* blew up, killing more than 1,266 persons, injuring thousands, and destroying millions of dollars in property.

December 7.—Reports from the stricken city of Halifax state a blizzard is raging and the survivors of the wrecked district are suffering greatly. A relief-train reaches the city from Boston, and special trains leave New York City carrying 600 relief-workers, $15,000 worth of tools, $150,000 worth of lumber, 1,000 portable houses, and 25 motor-trucks.

December 8.—Reports from Halifax state that so far 1,000 bodies have been recovered, of which only 400 are identified. The firemen and volunteer rescuers are exhausted and their places are taken by soldiers. Thousands of destitute families are suffering from the bitter weather in unheated shelters. The bodies of 200 soldiers, sailors, and riverside workers are recovered from the Narrows. Victims numbering 3,000 now fill the hospitals.

A dispatch from Guayaquil officially announces that the Government of Ecuador has severed diplomatic relations with Germany.

A dispatch from Oporto announces that a revolution in Portugal has been ended by the resignation of the Government.

December 9.—As the first step in the investigation of the Halifax explosion the arrest is ordered of Captain Lamedoc and Pilot Mackay of the munition-ship *Mont Blanc* and the surviving officers and seamen of the relief-ship *Imo*.

Reports received by the Portuguese Legation in Madrid confirm the advices that the revolutionary movement in Portugal has been successful. The Government, it is stated, under Premier Costa has been thrown from power, and Dr. Sidonio Paes, formerly Portuguese Minister to Germany, has been named President of a Provisional Government.

DOMESTIC

December 11.—Thirteen negroes, soldiers of the 24th United States Infantry at San Antonio, Texas, are hanged in expiation of the murder of Houston citizens during the rioting last August. Forty-one others are sentenced to life-imprisonment.

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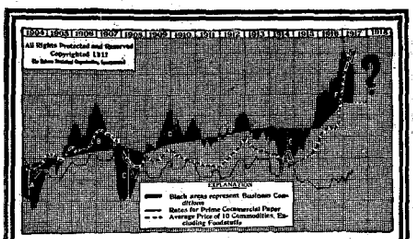
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INVESTMENTS AND FINANCE

THE BOND-MARKET IN WAR-TIMES

PRICES in the bond-market show declines, as compared with those of November 1914, when the New York and other Stock Exchanges were closed. Of fifty active bonds only three show advances, and these advanced for special reason. In general, however, prices by the end of November had recovered somewhat from the lowest of the season. A writer in *The Wall Street Journal* presents a few interesting points on this subject with a table of comparative prices, as follows:

"Those who compared prices of 1914 with 1916 had the pleasure of seeing that, with perhaps one exception, every issue traded in on both days had scored a good advance in that period. Advances ranged from about 1½ points to 18⅜, the average being about 9.50 points. Exceptions were Interborough-Metropolitan 4½s, which had lost about five points and International Mercantile Marine 4½s, which had scored a gain of almost 79 points. The latter was a special circumstance due to the enormous profits being made in the ocean-carrying trade, which had seemed so doubtful in the days immediately following the opening of hostilities as to have resulted in receivership; these bonds were replaced in the reorganization by another issue.

"An entirely different aspect has been given to the bond-market on the third anniversary of the Stock Exchange's reopening as the result of our entrance into the war and the resultant heavy borrowing by the Government to carry on the war. Bond prices are now well below those prevailing on November 28, 1914. Of the approximately fifty issues traded in on that date only three showed advances this week, Bethlehem Steel refunding 5s, Distillers' Securities 5s, and Texas Co. 6s. Otherwise a complete record of declines was shown; at that the losses were not so large as might have been shown a week earlier, on account of the recovery prices have shown in the meantime. Below is shown the present advance or decline in the bonds from their opening levels of three years ago, November 28, 1914, and also a comparison with their closing price of July 30, 1914:

	Close July 30, 1914	Open Nov. 28, 1914	Close Nov. 28, 1917	Three Years' Adv.	Dec.
Am. Tel. & Tel. col. 4s	88	87½	83⅛	..	4⅜
Am. Tel. & Tel. cv. 4½s	94⅛	95¼	90½	..	4¾
Armour 4½s	90	90	85	..	5
Atch. adjustment 4s	85½	81	74	..	7
Atchison 4s	91½	90¼	83¼	..	7
Atl. Coast Line col. 4s	87¼	87⅛	82¾	..	5⅛
Balt. & Ohio cv. 4½s	85⅞	84¼	80	..	4¼
Bethlehem Steel ref. 5s	83	84⅜	89	4⅝	..
B. R. T. 5s	100	98¼	92⅝	..	5⅜
C., B. & Q. joint 4s	94¾	94½	93¼	..	1¼
Canada Southern 5s	106	102⅜	90¾	..	11⅝
Central Leather 5s	96	96½	95½	..	1
C., M. & St. P. cv. 4½s	94½	96	72¼	..	23¾
C., M. & C. P. W. 5s	103¾	100⅝	98	..	2⅝
Cleveland S. L. 4½s	94	90⅝	86	..	4⅝
Distillers' Securities 5s	52½	56	76	20	..
Erie general 4s	67½	65	49¼	..	15¾
Indiana Steel 5s	97	98¾	96¼	..	2½
Interborough Met. 4½s	72	71⅞	55½	..	16⅜
Interborough R. T. 5s	97¾	96½	82	..	14½
Lake Shore, 1931	90¾	89⅛	83½	..	5⅝
Liggett & Myers 7s	124¾	120	111	..	9
Lorillard 5s	100	97⅛	89⅞	..	7¼
N. Y. State Canal, 1962	101½	99	97½	..	1½
N. Y. City 4½s, 1963	104½	102⅞	98	..	4⅞
New Haven debent. 6s	98¾	96⅝	84½	..	12¼
N. Y. Railways adj 5s	45	47⅛	19¼	..	27⅞
N. Y. Railways ref. 4s	72	70	50	..	20
North'n Pacific prior 4s	92	89½	83½	..	6
Reading 4s	93	92½	85¼	..	7¼
Seaboard adjustm't 5s	71	62	47	..	15
Southern Pacific cv. 4s	80	80¾	76¼	..	4½
Southern Pacific cv. 5s	96	95⅛	89¾	..	5⅜
Southern Pacific R.R. 4s	80	84	76⅛	..	7⅞
Southern Railway 4s	68	62	59⅛	..	2⅞
Texas Co. 6s	94	95½	98	2½	..
Union Pacific 1st 4s	96¾	94⅞	88½	..	5⅝
Union Pacific cv. 4s	86	86	84¼	..	1¾
U. S. Rubber 6s	102	100¾	100	..	¾
U. S. Steel 5s	101	99¾	99⅛	..	⅝
Wabash 1st 5s	102¼	97	93¼	..	3¾
Western Electric 5s	90¾	100	97⅛	..	2⅞
U. S. Government 4s, reg	110	108	104	..	4

In other comments on the bond-market a writer in *The Financial World* notes the significance of the improvement that set in late in November. The market was then "fast leaving behind its low-record level of prices for 1917 and the farther away that unpleasant record gets the more cheerful become the views of investors and bond-market authorities in Wall Street." While there had been no rush of investors to the market there had been "quiet absorption of the comparatively small offerings." In fact, the situation, compared with a month before, had "undergone a complete transformation." The first real improvement was followed by withdrawal of offerings from uneasy holders, and as the improvement continued "further withdrawal of bonds that had been put into bankers' hands for sale were taken out." Cancellation of selling orders then came in by mail and wire "and now the almost universal comment among bond men is that the buying is overtopping the selling side and few heavy blocks of bonds are in the market." It was estimated that within two weeks $50,000,000 of investment bonds that were for sale had been withdrawn. The writer says further:

"From November 17, which was the date of the low average level of the year for 50 representative listed bonds, there has been an advance from an average of 76.75 to 77.40. The improvement this week has been about .35. This seems small, but it is really substantial and should it continue at that rate of improvement it would take only about three months to recover all the loss suffered since January 1. Naturally, with another Liberty Loan in prospect for February, the gain can not reasonably be expected to continue so rapidly as the progress of the last fortnight.

"Very little in the way of railroad financing is anticipated in the near future, but a considerable increase in borrowing by industrial and public utility corporations is anticipated, but it will still be well below normal. The General Electric financing and the $4,000,000 offering from the Cleveland Electric Illuminating Co. are features of the week and seem really large, altho in normal periods they would be classed as small matters. The striking change in the market for municipals is shown by the remarkable war-basis that department of the investment field has got down to. In normal times new municipal financing totals about $40,000,000 to $50,000,000 monthly. It is now reduced to about $5,000,000 monthly."

Beat a Curtain-Lecture.—"Did your wife give you a curtain-lecture when you finally got home this morning from the club, old boy?"

"Well, no; not exactly a curtain-lecture; a curtain is usually rung down after a couple of hours or so."—*Florida Times-Union.*

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THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the current use of words, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"N. V. A. I.," Washington, D. C.—"*Parenteral* digestion" is digestion other than through the alimentary canal. The word is derived from the Greek *para*, contrary to, and *enteron*, intestine.

"S. W.," New York City.—The sentences, "Is she there yet?" and "Is she still there?" do not mean the same thing. The first suggests that some one is expected to arrive at some unspecified place and the inquiry made is the equivalent of "Has she arrived?" The second indicates that some one has arrived at some unspecified place and the inquiry made is for the purpose of determining whether or not she has left it. While *yet* and *still* are frequently synonymous when used with verbs of past time, evidently what "S. W." has in mind is that *yet*, when used with a negative, refers to completed action, sometimes replacing a positive statement with *still*. For example, "He is not gone *yet*" has almost the same meaning as "He is here *still*."

"M. V. D.," Brooklyn, N. Y.—The following sentences are correct: (1) "There are bound to be several cases" (here *bound* means "certain") (2) "It is doubtful if any of these would consent to supply the goods." (3) "In the event of *our* being able to do this"—the rule is, "when the present participle is used as a noun, a noun before it is put in the possessive case, and *a pronoun in this construction must be a possessive pronoun*, not a pronoun in the possessive or the objective case.

"J. H. A.," Ames, Iowa.—(1) In the sentence, "There are many kinds of cast iron, *depending on* the amount of carbon, silicon, sulfur, and phosphorus they contain," the word "depending" is a participial adjective meaning "dependent upon something else." In this particular case dependent upon *the quantity of carbon*, etc., *present* in the iron. (2) The word *due* is defined: (*a*) "Owing by right of circumstances or condition." In this sense it is always construed with *to* and is the equivalent of *belonging to;* as, "The first place among English poets is due to Milton." (*b*) "Owing to, caused by, or in consequence of"; as, "His delay in setting out was *due to* dilatoriness and procrastination." In this sense *due to* is synonymous with *owing to*. (3) The phrase *owing to* means: (*a*) "that is yet to be paid to." (*b*) "That owes its existence to"; is "attributable to," "caused by," "consequent on," or "due to." (c) "In consequence of," or "on account of."

"L. G. M.," Milwaukee, Wis.—(1) *Albion* is an ancient Roman name for Great Britain. (2) *Nippon* or *Niphon* is the Japanese name of Japan. (3) The *gross tonnage* of a vessel is its cubical capacity in feet below the tonnage-deck plus the area of any enclosed space for stores above the tonnage-deck. The *net tonnage* is the gross tonnage *less* the space occupied by machinery, the quarters of the crew, etc. (4) You ask, "What effect do a stone-mason's blows have upon a stone before it is fractured?" Each blow causes the separation of some of the molecules that form the mass struck thus, starting the cleavage which is completed when the stone is broken. (5) Vapor of gasoline, or other volatile liquids, in conjunction with a spark or flame, produces the explosion which drives the engine, and vapor is moisture.

"R. H. F. H.," Yonkers, N. Y.—*Kalamein* is a metallic compound used in the preparation of a certain form of galvanized iron, consisting of an alloy of tin, with antimony, bismuth, lead, and nickel. It is a protected proprietary name. The terms *semper merus* are Latin and literally rendered mean "always pure." They may perhaps also be used to designate some "unadulterated" product.

"V. F.," Roanoke, Va.—"The letter was mailed in time to reach this office before the close of the month." is correct.

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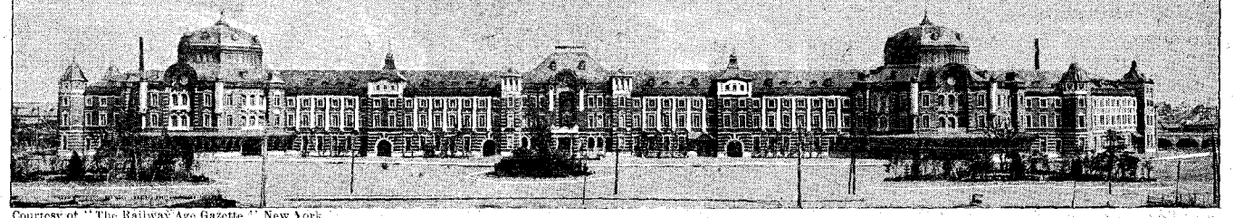
WINTER-TRAVEL-AND-RESORTS



Courtesy of "The Railway Age Gazette," New York.

THE GREAT TOKYO CENTRAL RAILWAY STATION, LARGEST TERMINAL IN THE ORIENT.

WINTER TRAVEL OPPORTUNITIES IN 1918

THE first winter in which our nation has been engaged in the Great War finds us confronted with an unusual transportation situation. During the three and a half years in which European tourist travel has been suspended, we have become better acquainted with our inexhaustible resources. With no appreciable disappointment because we have been obliged to travel at home, there has been keen satisfaction over discoveries made in our own country and incalculable benefit has resulted. For the first time this winter the possibilities in travel on land and sea have been somewhat curtailed. Carriers are absorbed in making supreme efforts to fit their important cogs into the vast machinery of war. A survey of facilities at this time indicates, however, that few need to be deprived of a winter vacation.

For thousands who bear unusual burdens in these days of high business tension, a winter vacation has become important in keeping the body and mind fit. During the long winter season, there is greater strain than at any other period. Hours of work are longer and out-of-door exercise is more restricted. When the hard-working business man begins to feel the fag of the long grind, he does not need to be told by a medical expert that a winter trip is important to his well-being. There could be no greater stimulus to efficiency than a visit to the playgrounds of California, Florida, Dixie, the Orient, the West Indies, or South America.

Of late years there has been a pronounced trend toward the South by families of even moderate means who rent or own cottages or bungalows, and spend the entire winter away from winter blasts. Many have sufficient property on which to produce plentiful supplies of vegetables and fruits and are able to live through the winter season at less expense and with more comfort than in their Northern homes. Not a few families are migrating to Southern homes this year with the express purpose of saving the heavy cost of coal.

To captains of business and industry come opportunities to combine vacation enjoyment with first-hand study of commercial conditions. Leaders are studying the trade possibilities which the country must develop after the war. American trade must be pushed into all markets. The great fleet of ships now building to meet the needs of war-transportation will carry American goods to all the world when the war is over. Advance preparations are necessary to make this possible. China and Japan, South and Central America, Australia, New Zealand, and the West Indies still are open to the traveler. Never have they presented to American business men so great an incentive for a winter's tour. Personal knowledge of places and climates, personal acquaintance with merchants and officials, personal examination of needs and habits of life, of business methods, and present trade connections will help wonderfully in adapting American goods and salesmanship to market possibilities. Such a winter's trip may therefore prove for an American producer an occasion not only of needed pleasure and recreation, but an important step in his preparation for "the big push" for world-trade after the war.

The peoples of many countries visited by winter travelers are in sympathy with us in our great struggle overseas. In the list of countries which have declared war against Germany are Japan and her dependencies, China, Cuba, Panama, and Brazil. Among the nations that have severed relations with Germany are Bolivia, Guatemala, Honduras, Nicaragua, Haiti, the Dominican Republic, Cost Rica, Peru, Uruguay, and Ecuador.

The present winter, it is believed, will witness a supreme test of American railways to cope with unprecedented traffic conditions. Vast numbers of troops, great tonnage of coal and other freight must be moved, in order that the preparation and dispatch of men and machinery for war may not be halted. Since the declaration of war the railways of the United States have transported more than one million army men, calling for the operation of more than three thousand special troop-trains. Altho the Railroads War Board put into effect reductions in through-passenger service that eliminated 25,000,000 passenger train-miles per year, through-train service to California or the South has not been as yet materially reduced.

In a statement issued a fortnight ago Fairfax Harrison, chairman of the Railroads War Board, said that congestion on the railways, due to war-demands, was confined chiefly to Eastern roads and was mainly due to unrestricted preference freight.

Thousands of relatives and friends of soldiers and sailors will visit this winter the National Army cantonments, National Guard camps, Officers' Reserve training-camps, aviation training-camps, naval training-stations, etc.

Several important additions to transportation facilities will be available this winter. A new line of fast passenger-steamships, American built, will begin a direct service between New York and the west coast of South America, via the Panama Canal. New England will be linked with the South and Southwest by a new railway route via the new Hell Gate Bridge. The great Quebec Bridge has just been opened for traffic. Transcontinental visitors to the Grand Cañon will be afforded a convenient through-train service during January and the first half of February. A Northern transcontinental line, which has already electrified 440 miles of its mountain division, is soon to add another 200-mile section to that already electrified. The practical rebuilding of a large portion of one of the great arteries of Southern travel has been just completed.

In making up the budget of a winter trip this year it is necessary to consider the special Government war-tax on transportation. This tax is operative as follows: On all railway tickets, 8 per cent. additional; on Pullman chairs, berths, compartments, and drawing-rooms, 10 per cent.; on all steamship tickets, five dollars additional, when transportation costs $60 or more.

ATLANTIC COASTWISE, INSULAR, AND SOUTHERN

While the Atlantic coastwise and West-Indian service is not so complete as it was last season, owing to steamship requisitions by our Government, sailings during the winter months still promise to provide a reasonable variety of ocean trips. With almost every line sailings are contingent upon current conditions and no guaranties are made. Passengers departing from any American port, with bookings for any port other than those of the United States, and its possessions, or the Dominion of Canada, are obliged to obtain passports. A canvass of the leading companies operating coastwise lines indicates the following service probabilities:

Ships of the Merchants & Miners Transportation Company are still in operation between Boston and Newport News, and between Providence and Newport News.

The Old Dominion Line, between New York, Old Point Comfort, and Norfolk, expects to maintain its regular daily except Sunday service as heretofore.

The Savannah Line (Ocean Steamship Company) will probably continue its service between Boston, New York, and Savannah, altho its sailings will be less frequent than usual.

Steamers of the Clyde Line between New York, Charleston, and Jacksonville, are expected to be operated on a schedule of semiweekly sailings. Semimonthly sailings by the Clyde's Santo Domingo Line from New York to and around the Island of Santo Domingo are intended.

The Mallory Line plans to maintain a regular service between New York, Key West, and Galveston. A schedule of steamers to or from New York, Mobile, and Tampa is given only on application.

The Southern Pacific lines between New York and New Orleans are expected to maintain two sailings each week between these ports. Passenger service over other divisions will be discontinued.

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The Quebec Steamship Company (Canada Steamship Lines, Ltd.) hopes to maintain the Bermuda service with sailings at ten-day intervals between New York and Hamilton.

Proposed passenger sailings of the New York & Porto Rico Steamship Company between New York, San Juan, Ponce, and Mayaguez, Porto Rico, call for a weekly service.

The Ward Line (New York & Cuba Mail Steamship Company) plans to maintain its regular weekly sailings between New York and Havana, and a semiweekly service to and from Nassau, Progreso, Vera Cruz, and Tampico.

The Peninsular & Occidental Steamship Company's service between Florida and the Bahamas will be operated between Jacksonville and Nassau. The Port Tampa, Key West, and Havana route of this company will be maintained as usual, with three sailings weekly from Port Tampa. Daily except Sunday service between Key West and Havana will be afforded by this line as usual.

The Munson Line plans to maintain its sailings between New York and Antilla and Nuevitas, Cuba.

It is expected that the West Indies sailings of the Quebec Steamship Company—New York to St. Thomas, St. Croix, St. Kitts, Antigua, Guadeloupe, Dominica, Martinique, St. Lucia, Barbados, and Demerara—will be continued, altho on a limited scale.

The new direct passenger-service between New York and South America, inaugurated by the new fleet of the United States and Pacific Line, will provide sailings during the winter from New York to Cristobal, Balboa, Callao, Mollendo, Arica, Iquique, Antofagasta, and Valparaiso. Further details are given in the South-American portion of this article.

Between New York and South America the Lamport & Holt Line expects to maintain its service between New York, Barbados, Bahia, Rio de Janeiro, Santos, Montevideo, and Buenos Aires.

Between New York, Santos, and Rio de Janeiro are operated ships of the Lloyd-Braziliero Line.

Service from New York to Porto Rico and Venezuela is expected to be continued by the Red "D" Line.

ROUTES TO THE SOUTH

Three main rail arteries carry the tourist traffic from Eastern States southward. The Southern Railway, with allied lines aggregating 8,000 miles, stretches southwestward from Washington to Charleston, Jacksonville, Mobile, and New Orleans, westward to Memphis, northward from Chattanooga to Cincinnati, with another arm reaching westward from Lexington, Ky., to St. Louis. The Southern Railway is completing the practical rebuilding, including double-tracking of 649 miles of its main line between Washington and Atlanta, at an expenditure of $20,000,000. From Washington to Charlotte, whence the Florida trains are diverted, the work is finished. This improvement is made necessary by great industrial development and increased passenger-traffic in the territory served by the Southern system. In the year ending June, 1916, there were established along its lines 684 new industrial plants, representing a capital of $35,000,000. The Seaboard Air Line southward begins at Richmond and Portsmouth, Va., with southernmost termini at Tampa, St. Petersburg, and Venice, Florida, and with numerous radiating branches. This system also is expending large sums in improving its various lines. The third Southern artery, the Atlantic Coast Line, begins at Washington and parallels the coast to Jacksonville, and goes thence to Fort Myers, Florida, with numerous radiating lines. New transportation facilities on this system are being perfected, conspicuous among them being a magnificent new reenforced-concrete bridge crossing the James River at Richmond, which will rank as one of the greatest railway viaducts in the country. Each system operates through-trains from New York over the Pennsylvania Railroad and connecting lines. Each road receives cars or trains from the West over connecting lines.

A new through all-rail route from New England to the South and Southwest has been just opened via the New Haven system and the Hell Gate Bridge to New York, thence by the Pennsylvania system and connecting lines. Two special, Boston-Washington trains via the Hell Gate Bridge are now operated daily by the New Haven-Pennsylvania systems with direct connections for Florida and the South.

Besides these routes there is the great Chesapeake & Ohio system stretching from Norfolk westward through the Southern mountain region, and thence by its own or affiliated lines to Louisville, Toledo, Cincinnati, and Chicago. Among the notable winter resorts on this system are Virginia Hot Springs and White Sulfur Springs, described elsewhere.

Another important route to Southern resorts is the Norfolk & Western and connecting lines from Hagerstown, Md., down the Shenandoah Valley, and from Norfolk westward to Cincinnati and Columbus, reaching among other points of interest the Natural Bridge, Va., the Luray Caverns, the Grottoes of the Shenandoah, Roanoke, Va., and scores of other river and mountain resorts in northwestern Virginia. From Chicago or the Middle West cities, through trains for Southern and Southwestern resorts are operated over the Illinois Central, Louisville & Nashville, Missouri Pacific, Missouri, Kansas & Texas, and Frisco lines.

PLAYGROUNDS IN DIXIE

Dixie is supplied so plentifully with attractive winter playgrounds that it is possible within these limits to give a brief glimpse only of the more important. There is just now an even more vital interest in the South than that afforded by her winter recreation facilities. Winter visitors will see the South throwing men and resources into the nation's great undertaking. From the South there are flowing in vast streams of traffic many of the necessary sinews of war. Huge quantities of lumber are moving from her forests, thousands of bales of cotton from her plantations. Her bumper crops are meeting food and clothing emergencies at home and overseas. Shipyards in Gulf and other ports are building a large proportion of the ships for the emergency merchant fleet. Thirty-three of the seventy-five national training-camps are located in the South. Thus the winter visitor this year may combine recreation and inspiration in his trip to Dixie.

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the waters of Hampton Roads, and the many historical attractions of the surrounding region, combine to make a visit pleasurable and interesting. "Old Point" is connected with New York by daily steamer service of the Old Dominion Line, and also by rail via the Pennsylvania and connecting lines. Neighboring Norfolk is the terminus of the Chesapeake steamers from Washington and Baltimore, divisions of the Southern, Seaboard Air Line, Atlantic Coast Line, Chesapeake & Ohio, Norfolk & Western, and Norfolk Southern railways.

Richmond, reached by the Southern, Seaboard Air Line, Chesapeake & Ohio, and Atlantic Coast Line, is a city with countless points of historical interest. Many Southern tourists find a stop-over at the State Capitol attractive.

Asheville, N. C., sometimes termed the "metropolis of 'The Land of the Sky,'" with an altitude of more than two thousand feet, has been long a favorite winter recreation-center for those who prefer tonic air and a genial climate. Here is the eighteen-hole 6,000-yard golf-course of the Asheville Country Club and plentiful tennis-courts for mid-winter use. Asheville is reached by the Southern Railway.

Tryon, on the Southern Railway, situated on the southern slope of the Blue Ridge about forty miles southeast of Asheville, offers a variety of winter amusements.

In the "Sapphire Country," reached by a slight diversion from the Southern Railway's main line, is a cluster of resorts in an exquisitely beautiful mountain region. Hendersonville, more than 2,000 feet in altitude, is the gateway. Among other attractive resorts in this region are Brevard, Toxaway Lakes, Sapphire, and others. Fishing, hunting, riding, and golfing are the favorite pastimes.

Chattanooga, reached by the Southern Railway, enjoys a large volume of winter patronage. Points of universal interest are Lookout Mountain, a Government park, and the historic battle-fields of Chickamauga, and Missionary Ridge.

Knoxville, in the heart of the Tennessee mountains, on the Southern Railway and Louisville & Nashville systems, has an excellent eighteen-hole golf-course. Hunting is a pastime in neighboring forests.

Memphis, Tenn., with many railways, including the Southern, Rock Island, Missouri Pacific, Louisville & Nashville, Illinois Central, and "Frisco" lines, is noted for beautiful parks and attractive residential centers. At the same time it is typical of the great commercial activity of the South.

French Lick Springs, nestling in one of the most picturesque valleys of southern Indiana, is a Mekka of thousands of health-seekers and winter vacationists. It is located on a division of the Southern Railway. One mile distant, and connected with picturesque paths, are the West Baden Springs.

On the western slope of the Alleghanies, 2,500 feet above sea-level, in a dry and genial temperature, are Virginia Hot Springs. Water from some of these springs comes out at a temperature of 106 Fahrenheit. Analyses show the ingredients to be almost identical with those of Aix-les-Bains in France. Aside from the beneficial qualities of these waters, they are situated in a region of great natural charm. These Springs are on the line of the Chesapeake & Ohio.

White Sulfur Springs, in the wild

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mountain region of West Virginia, on the main line of the Chesapeake & Ohio, have been long famed as an attractive winter resort. Besides the baths there are excellent golfing, tennis, driving, and mountain-climbing.

In Kentucky, 90 miles from Louisville and 200 miles from Cincinnati, on the Louisville & Nashville system, are located two natural wonders of extraordinary interest—the Mammoth Cave and the Colossal Cavern. Stop-overs are allowed here on all through trains.

Raleigh, N. C., on the Seaboard and Southern systems, is a city of unusual interest to the historical student, her museum containing one of the largest collections of relics and documents of the Colonial and Civil-War period. The privileges of the Country Club are open to winter visitors.

Charlotte, N. C., on the Seaboard and Southern systems is the site of Camp Green of the National Guard.

Pinehurst, N. C., situated on the Seaboard Air Line, about sixteen hours' ride from New York, may be described as the most celebrated winter golfing center in the United States. Its four courses cover a total area of five hundred acres and a course distance of twelve miles.

Southern Pines, midway between New York and Florida, on the Seaboard Air Line, is a favorite stop-over point and a popular resort. The eighteen-hole golf-course, 6,100 yards long, maintained by the Southern Pines Golf Club, has been relocated and ranks as one of the best in the South. Interest in horseback-riding is fostered by the Hunt Club. There are also canoeing and fishing.

Aiken, S. C., for many years has maintained its prestige as one of the most select of Southern resorts. The Palmetto Golf Links and those of the Highland Park Hotel are among the best. Through service to Aiken is afforded by the Southern Railway.

At Columbia, S. C., on the Atlantic Coast Line, Seaboard Air Line, and Southern Railway, is located one of the National Army cantonments, Camp Jackson.

Historic Charleston, S. C., a city of old-time Southern homes, facing streets bordered by ancient trees, offers winter golfers the eighteen-hole course of the Belvedere Links. Charleston is on each of the three great Southern rail systems.

Atlanta, Ga., offers many winter inducements. The East Lake Golf Course of the Atlanta Athletic Club is open to followers of Colonel Bogey, and there are many miles of perfect motoring boulevards. Thirteen miles east of Atlanta, at Chamblee, is located Camp Gordon, one of our National Army cantonments. Atlanta is an important rail center with through service over the Louisville & Nashville, Seaboard Air Line, and Southern Railway.

Augusta, Ga., has two eighteen-hole golf-courses of the Country Club with a third course in North Augusta. Frequent tournaments are held. All other forms of outdoor sport are available. Just outside the city is Camp Hancock with troops from several States in training. Augusta is reached by the Atlantic Coast Line and Southern Railway.

Savannah is the objective of many travelers southward by rail or steamship. Yachting, motoring, hunting in the surrounding country, and golfing on the eighteen-hole golf-course of the Savannah Country Club, furnish a round of recrea-

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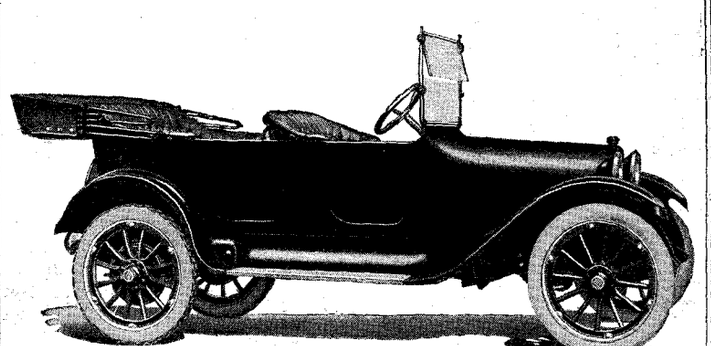

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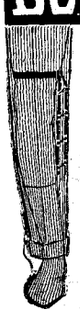

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tions. Savannah is the Southern port of ships of the Ocean Steamship Company from New York, and is also reached by Atlantic Coast Line, Seaboard Air Line, and Southern Railway.

Brunswick, Ga. (Atlantic Coast Line and Southern Railway), with its adjacent resorts at Jekyl, Cumberland, and St. Simons Islands, has an excellent golf-course.

Macon, Ga., reached by the Southern Railway, prides herself on winter attractions afforded by many miles of radiating motor highways, the golf-links of the Idle Hour Club, and Camp Wheeler, and this winter a National Guard camp.

Birmingham, Ala. (Southern Railway, Illinois Central, Frisco lines, Louisville & Nashville, Seaboard Air Line), besides being one of the South's great commercial centers, offers many attractions to the tourist, including golf-courses, excellent motoring-roads, etc.

Anniston, Ala., on the Southern and Louisville & Nashville lines, is about midway between Atlanta and Birmingham, and is the site of the National Guard Camp McClellan.

FLORIDA

Florida is preparing for the biggest influx this winter in her history. Migrations from the North have been under way for some time. Last year Florida's living accommodations were filled to capacity. This season the prospective visitor would do well to book early reservations. The number of Northern families who are establishing winter homes in Florida is increasing rapidly. The trend is most noticeable this season. The high cost of coal and other necessities in the North has been a stimulating factor in the Southern winter home movement. A small place in Florida will produce winter fruits and vegetables, and there is no coal-bill to face. Life is more comfortable and to many more healthful. Many visitors in Florida journey thither by motor-car. Hundreds of others are shipping machines South.

The direct motor route to Florida passes through Washington, thence goes to Richmond, Raleigh, Pinehurst, Columbia, Augusta, Savannah, Brunswick, Jacksonville. An alternative route diverges at Philadelphia and passes through the Shenandoah Valley (close to Virginia Hot Springs and White Sulfur Springs), to Roanoke, Winston-Salem, Greenville, Atlanta, Jacksonville.

A brief outline of the more important Florida motor highways will be found in a subsequent portion of this article. It would be idle to endeavor to give more than a brief glimpse of the winter playgrounds of that State. Favored by climate and natural surroundings, Florida offers a seemingly endless variety of attractions. Merely to name some of the resorts would be to suggest, not only ideal winter sojourns, but a diversity of amusements capable of satisfying all tastes. Wealth and fashion have made of Palm Beach a commingling of Trouville and Monte Carlo at the height of their vogue in days before the Great War. For those of quieter tastes there is a long chain of other East Coast resorts, either facing the Atlantic, the ocean lagoons, or rivers. Here we may choose between historic St. Augustine, beautiful Daytona, Miami, a paradise of yachtsmen, Cocoanut Grove looking oceanward, or Long Key Camp, a Mekka of fishermen. The tourist to Cuba

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Here is another from F. L. Beardsley, Supt. Connecticut Co., also Housatonic Power Co., New Britain, Conn.:

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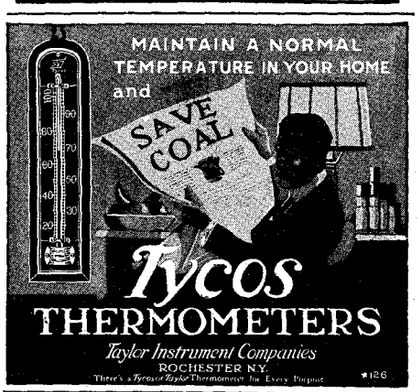

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may continue by the East Coast system to Key West, and thence by steamer go to Havana.

Within the interior lake and river regions of Florida are innumerable resorts of tropical beauty. There are Palatka with other resorts of the St. Johns River group; Deland, with its educational activities; Florence Villa, in the center of a region including ninety-seven lakes; Winter Park, Orlando, Lakeland, and scores of others, each with delightful environments. On the broad bays and the peninsulas of the West Coast are still other important resorts, beginning with Pensacola on the Gulf Coast Riviera, and including Tarpon Springs, with many outdoor amusements, Belleair, with its famous golf-courses; St. Petersburg, with its great beach; Tampa, so ideal in marine surroundings; Sarasota, a rendezvous of fishermen; Venice, the Southern terminus of the Seaboard Air Line, and Fort Myers on the Caloosahatchee, at the end of the Atlantic Coast Line. Each of these regions is intersected by rail systems with through service from the North. Jacksonville is the main gateway in northwestern Florida through which tourist traffic passes. This port is also connected with New York by steamships of the Clyde Line. The East Coast territory from Jacksonville to Key West is reached by the Florida East Coast system. Central and West Coast resorts are accessible by the Seaboard Air Line and Atlantic Coast Line. The Northwestern centers have as their chief gateway Pensacola, with through-train service by the Louisville & Nashville system. The railway round-trip fare from New York to Jacksonville is $51.30, exclusive of meals or Pullman accommodations. The round-trip first-class rate by Clyde Line steamers is $46.80, including meals and berth. For the Florida motorist the following is a brief outline of improved highways as prepared by R. T. Arnold, editor of *Good Roads in Florida*.

The main Florida routes are from Jacksonville to Miami—375 miles with only eight miles of poor road, and that from Jacksonville to Tampa and St. Petersburg, about 300 miles, with only about fifteen miles of poor road.

The Jacksonville-Tampa road, Eastern branch, branches at Haines City and goes down to Fort Myers, a long drive with practically no poor portions.

Jacksonville–Miami: The Jacksonville - St. Augustine road has a four-mile detour in Duval County while brick is being laid. This new work will probably be completed during December.

From St. Augustine, through Hastings to Bunnell, is fair brick and shell in good condition.

Bunnell to Ormond is brick and shell. Four miles of the shell is broken up but can be avoided if you strike that part when the tide is low, for you can keep straight on to Ocean City and take the beach to Ormond or Daytona.

From Daytona to Miami there are one or two stretches of a few miles each where the shell is broken. This means that the road is full of little holes, which makes it necessary to go a little slower, but there is no danger of getting stuck. In the main the East Coast roads are among the best in the State—all well graded, and hard surfaced, and well kept up.

Jacksonville-Orlando: There are two routes between these cities on the East Coast and one, called the St. Johns River Scenic Highway, down through the center of the State.

The East Coast routes follow the Jacksonville-Miami route to Daytona and New Smyrna, respectively.

On the Daytona route you turn west at Daytona and strike out for Deland over good roads, brick and shell, with the shell rather rough just beyond Daytona. From Deland you turn south and go through Sanford to Orlando over splendid shell and brick roads.

On the New Smyrna road you turn southwest at New Smyrna and go direct to Sanford over a good road, thence to Orlando over good brick.

The St. Johns River Scenic Highway parallels the St. Johns River, through Orange Park, Green Cove Springs to Palatka over good brick, asphalt, and sand-clay roads. Only four miles of the sixty are not first class.

From Palatka to Crescent there is a good graded road.

Between Orlando and Tampa are two good routes. One is through Lake County, striking

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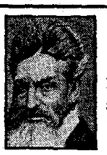

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due west from Orlando over fine roads. This road goes to Clermont, through Linden to Trilby and Dade City, thence to Plant City, where the brick road into Tampa is met.

The other route is through Kissimmee, Haines City, Winter Haven, and Lakeland, Plant City, and into Tampa. A few bad spots are met between Kissimmee and Loughman, but $250,000 is soon to be spent in correcting them.

The Lake County route between Orlando and St. Petersburg is popular. From Trilby, instead of turning south to Dade City, you turn west to Brooksville and go down the Gulf Coast route through New Port Richie, Tarpon Springs, and Clearwater.

The roads as far as Tarpon Springs are graded sand roads and generally fair. At New Port Richie is Florida's first free motor camp, a convenience that will appeal to motoring tourists.

From Tarpon Springs south the roads are all good brick and no trouble can be expected. Pinellas County has as nearly a complete system of brick roads as can be found in the entire State.

The other route to St. Petersburg is via Tampa. Leaving Tampa you find a little rough road as far as the Pinellas County line—from there on in the roads are good.

THE GULF COAST RIVIERA

Stretching along the Gulf of Mexico from Pensacola to New Orleans and from New Orleans westward, is a chain of winter resorts growing rapidly in favor. From November to May an increasing tide of travel is flowing to this region. Here one finds the attractive combination of pine and oak forests, with a shore line bordered by miles of beaches providing surf-bathing, boating, and fishing. Here, too, is a land rich in history and legend. Pensacola, facing the broad bay of the same name, and washed on either side by Big Bayou and Star Lake, is a city of charm. Here are the novel Vichy Springs Camp, the Pensacola Country Club, and the Seminole Country Club, each with golf courses. On the surrounding bays and lakes are a cluster of delightful marine resorts.

Continuing westward along this Gulf coast we come to Mobile, one of the great Southern commercial ports, but offering in its environs water excursions, motoring, golfing, fishing, and hunting. Then there are Biloxi, with its cottage colony, neighboring mineral springs, and the Mississippi Coast Country Club; Gulfport, a modern resort, typical of this Gulf Riviera; Pass Christian, with fishing on St. Louis Bay and drives inland, not to mention many intermediate resorts until we come to New Orleans.

Volumes could be written on the Crescent City, its Old-World atmosphere, its historical associations, its many races, and quaint sights. For the Northern tourist suffice it to say that New Orleans is full of fascination.

Gulf coast cities and resorts between Pensacola and New Orleans are reached by the Louisville & Nashville system. Through trains from New York, Chicago, Cincinnati, St. Louis, and Louisville are operated over this road and its connecting lines. New Orleans is also the Southern terminus of the Illinois Central system, the Southern Railway, and other lines, and the Eastern terminus of the Southern Pacific's route to the Pacific Coast. Direct steamer connection between New York and New Orleans is provided by the Southern Pacific Steamship Company and the United Fruit Company.

West of New Orleans is another resort region. It includes the long curve of the Gulf coast from Galveston to Corpus Christi Bay. The greater part of this shore line faces lagoons protected from the outer waters of the Gulf by long paralleling peninsulas. It is a region of perpetual summer, of salt air, and tropical vegetation, of shell-paved motor roads and all water and land sports. From Port Arthur to

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Brownsville there is a chain of resorts too numerous to mention.

Both Houston and Galveston hold an unusual variety of attractions for the visitor. From each city there are interesting excursions. Corpus Christi Bay affords excellent tarpon fishing and a well-laid out golf-course. Here, too, is one of the finest bathing beaches on the coast. Port Aransas is one of the best fishing resorts and offers surf-bathing and a twenty-two mile beach motor boulevard. From the coast one may motor inland to historic San Antonio, where, in addition to visiting the Alamo and ancient missions, one may enjoy every form of out-of-door winter recreation.

From New York Texas Gulf resorts may be reached by rail or steamship connections via Galveston. A daily through train between St. Louis and Texas and between Memphis and Texas is operated via the Iron Mountain Route. Travelers by this route may stop over at Little Rock or Benton, thence make a side-trip to the hot springs of Arkansas. Service to Galveston is afforded also by the Santa Fé and Missouri, Kansas & Texas systems. The San Antonio and Aransas Pass Railway connects Corpus Christi and Aransas Pass with San Antonio, Houston, and Waco.

THE WEST INDIES

Just a few hours' sail distant from the Florida Peninsula one enters a new land, foreign and tropical—Cuba. For the tourist wishing an entire change of environment not only of race, climate, and scenery, Cuba has much in store. The chief tourist gateway is Havana.

Outside the capital are innumerable points of interest. Early winter visitors, for instance, will be able to see the great sugar-mills in active operation grinding cane. Many excursions, both short and long, radiate to all parts of the island from Havana. The chief railway systems serving Cuba, including the United Railways of Havana, the Havana Central, Cuban Central, and Cuba Railroad, offer sight-seeing trips. The Information Bureau at the Central Station at Havana should be consulted for specific advice and information. The rush of tourist traffic to Havana has been so great of late that hotel accommodations have been taxed severely. Reservations should be made well in advance. Steamship service to Cuba is described in detail elsewhere in this article. The first-class rate each way from New York to Havana by Ward Line is $100. All tourists are required to obtain passports.

Off the Florida coast, and also connected with it by steamer service, are the Bahama Islands, with Nassau a favorite recreation center. Climatic conditions have done much to add to Nassau's fame. The average winter temperature is 72 degrees and is remarkably even. All out-of-door sports are available. Nassau is a three-days' sail from New York by Ward line steamers bound for Havana. The round-trip fare is $90. Passports are necessary this year.

In Jamaica, as in the Bahamas, the inter tourist is among people speaking is own language. Kingston is the chief ort of call. From it radiate motor-rives through regions of tropical beauty, ne of these drives leading up the moun-ins a mile above sea-level. Steamer rvice is described elsewhere. All tourists e now required to obtain passports.

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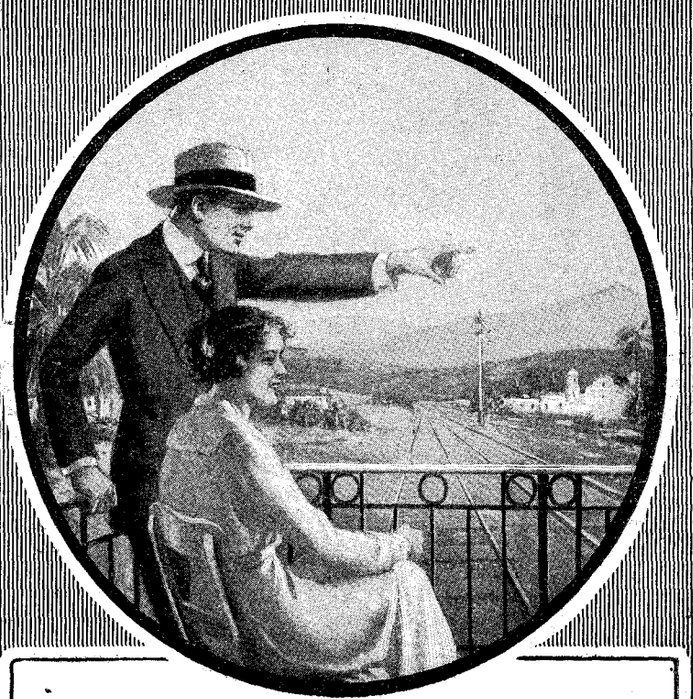

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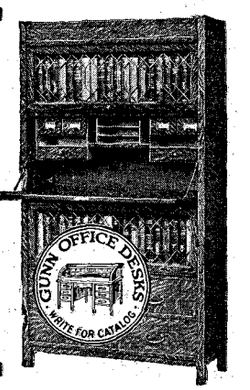

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nants of the old Spanish régime offer interesting contrasts to the visitor to Porto Rico. Well-built Government roads, an equable climate, mountain scenery, and fruitful soil all combine to make a visit to this possession one of fascinating experience. Sixteen-day tours from New York are available at a cost of $94.50 by New York & Porto Rico Steamship Company, San Juan being the chief port of call.

St. Thomas, St. John, St. Croix, forming the Virgin Islands—"The Ocean Cross Roads," as they are sometimes termed, now under the Stars and Stripes—are places of unusual interest. Here are seen the strongholds of the buccaneers of old—the strong tower of "Black Beard," the castle of "Blue Beard" and other abiding-places to which the pirates of the Spanish Main brought the rewards of their forage. The entire island group, including, in addition to the Virgin Islands, St. Kitts (Leeward Islands), Antigua, Guadeloupe, Dominica, and Martinique (French West Indies), St. Lucia (Windward Islands), and Barbados, may be visited through cruises offered by the Quebec Steamship Company.

BERMUDA

Altho steamship service between New York and Bermuda has been curtailed, owing to the war, it will be possible to visit this winter paradise during the present season. To come upon these islands with their palms, oleanders, lilies, and roses in the midst of winter, after a voyage of only two days, is an experience many generations of Americans have enjoyed. First-class round-trip fare, inclusive of meals and berth, by the Quebec Steamship Company is from $30 upward. Passports are necessary.

SOUTH AMERICA

The vast continent stretching southward from the Panama Canal is known to the people of the United States either imperfectly or superficially. Yet here are lands with great treasures for the nature lover, the archeologist, and the traveler seeking new scenes. Here are nations with immense commercial resources and trade opportunities which we have only begun to realize. With sympathies in common with our own in the great struggle against Teutonic autocracy, the friendship of South America for her northern neighbors never has been so strong as at present. Trade between the two continents is steadily increasing. Our own commercial expansion with the countries south of Panama is eloquently shown by the following figures:

	1913	1916
Imports....	$198,259,000	$427,610,000
Exports....	146,515,000	220,288,000

There is no way in which South-American trade relations can be cemented more firmly than by a direct study on the spot of the conditions governing this trade. This is the opportune time to make such an acquaintance and winter is the correct season for a South-American tour. It is generally agreed that a tour encircling the continent should begin with the west coast and return by the east. The first leg of this trip runs from New York through the Panama Canal to Balboa on the Pacific. Eight hundred miles south of Balboa the great interest of the tour begins. At Guayaquil, chief seaport of the Republic of Ecuador, a railway leads northward and upward 150 miles to ancient Quito, the capital.

The preferable beginning of sight-seeing on the western coast is at Callao, an important Peruvian port of call on all southward voyages. Callao is the seaport of Lima—named by Pizarro "The City of Kings." Here are turned the first pages in the story of the Spanish conquest in South America. Here the traveler may visit a cathedral and palace erected by Pizarro four centuries ago.

Resuming the journey southward, the next port is Mollendo, where it is advisable to debark for the inland trip to Cuzco, Lake Titicaca, and La Paz, thence continuing southward by railway to Antofagasta, there again embarking for the steamer.

Cuzco, the ancient Inca capital, unfolds to the visitor actual remains of that civilization whose origin is shrouded in mystery. Here was the center of an empire whose people were proficient in the arts and sciences. Here stood the great Temple of the Sun, its inner walls plated with gold. From here to Quito was built a highway hewn from solid rock, more perfect than any road of the Romans. About Cuzco can be still traced engineering marvels of the Incas, and remains of a great temple and fortress.

Returning from Cuzco, the next objective is South America's loftiest lake, Titicaca. Here the train is left for a comfortable steamer. The tourist may sail on this lake for one hundred miles in the midst of magnificent scenery, 12,500 feet above sea-level. "It would be difficult to find any place in the world richer in legends and traditions than is Lake Titicaca," says Mozans in writing of this sacred Lake of the Incas. "Every cove and inlet, every rock and island has its myth, and many of these places were held in special veneration by the Incas for long generations."

At the southern end of the lake, train is boarded for a sixty-mile ride to La Paz, the highest capital city of the world, 12,000 feet above the sea. Here one is surrounded by some of the most inspiring scenery of the Andes. High as the city is, it is backed by the great Andean peak, Illimani, 22,500 feet in elevation. An excursion leads to the ruins of Tiahuanaco with remains of an ancient civilization.

The rail journey from La Paz to the port of Antofagasta, Chile, is made through Andean scenery of indescribable grandeur. Here steamship is again boarded for a two-day sail to Valparaiso. It is customary to take the train at once to Santiago, a ride of about four hours. This city, the capital of Chile, is one of the most beautiful urban creations in South America, "a mixture of Paris and Madrid."

At this point two alternative routes are open to the tourist. He may journey southward by rail to Concepcion, Temuco, Osorno, past a continuous panorama of snow-capped peaks, to Puerto Montt, where the rail trip ends and the voyage is resumed through the archipelago of the inside passage through the Strait of Magellan and thence northward to Buenos Aires. Most tourists are inclined to take the quick and inspiring rail trip from Santiago to Buenos Aires across the Andes by the world-famous Transandine Railway.

The tourist is now in the Argentine Republic, where vast agricultural resources supply a large portion of the world population with wheat and meat. Buenos Aires, teeming with industry, is one of the most sumptuous cities of the world and many fascinating hours can be enjoyed in it and its environs. The student of South American trade will find much of interest here, for this is one of the great commercial capitals of the continent. The docks of Buenos Aires have cost fifty million dollars. Her opera-house cost ten millions.

Paraguay, reached from Buenos Aires by the Argentine Northeast Railway and by river steamers, is a land of scenic and historic interest. Asuncion, the capital, is a delightful city. Nature lovers will not fail to visit the great falls of Iguazu, wider than Niagara and higher than Victoria Nyanza.

The first port of call on the through steamship for New York after leaving Buenos Aires is Montevideo, capital of the Republic of Uruguay. Here is found another important port, the center of a vast live-stock country. The city itself, with its famous Prado Gardens, is one of the most beautiful in South America.

Traveling northward, the next important ports are Santos and Rio de Janeiro, Brazil. The voyage may be broken by taking the rail route between Santos and Rio, through superb scenery and over one of the best built and equipped railways in the world.

Santos is the second greatest coffee port in South America. Its total exports amount to about one hundred million dollars annually. Its docks are a marvel of efficiency in loading vessels. Interesting excursions are made from this city notably that to São Paulo, in which the railway ascends 2,600 feet in six miles.

Rio de Janeiro, the capital of Brazil is one of the famous cities of the world, a fragment of fairyland, one writer describes it. Its natural setting is almost spectacularly beautiful, facing a great horse shoe bay walled by majestic mountains of the Tijuca range. The climate is almost ideal. Rio is a city of magnificent avenues and buildings and commercially the greatest coffee-exporting city of South America. A variety of attractive excursions lead to neighboring points of interest.

Bidding a regretful adieu to Rio, the tourist again boards the steamer for the 738-mile voyage to Bahia, whose physical characteristics somewhat resemble those of Quebec, there being a lower and an upper town. Bahia, the oldest city in Brazil has many points of historical interest and in addition is commercially important for its coffee, sugar, and tobacco exports.

Northward of Bahia is Pernambuco sometimes styled "The American Venice," an ancient city founded by the Portuguese in the sixteenth century and now the metropolis of northern Brazil.

No other important ports are reached until we come to the coast of Guiana and Venezuela. The principal port of British Guiana is Georgetown, a handsome city at the mouth of the Demerara River, and in Dutch Guiana there is Paramaribo reached by local coast service.

Para, or Belem, its official name, near the mouth of the Amazon, is the greatest rubber shipping port in the world and chiefly of interest for its commercial activities.

In Venezuela are Caracas, and on the northern coast of Colombia Santa Marta and Cartagena. The first named city (La Guayra is its port) is the capital of the United States of Venezuela, and was founded in 1567. Altho in the tropics,

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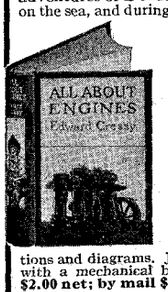

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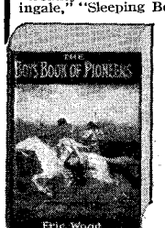

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season—motoring, golf, sailing, tennis, fishing, camping, and mountain climbing. In this land of sunshine are health-giving qualities equaled by few other winter playgrounds. So vast are the playgrounds that it is possible here to give only a hasty glimpse of some of the more typical and important.

Los Angeles is the chief gateway from the East, altho not a few winter tourists enjoy the more northern routes converging at San Francisco. Los Angeles is not only a California gateway, but an important tourist center. Ranked as one of the most beautiful of American cities, with broad avenues, palm-shaded parks, flower-bordered residences, it gives delightful welcome to the visitor. In the environs are several notable places of interest.

Short excursions lead to Pasadena, center of wealth, with its Rose Carnival on New Year's day, to the summit of Mount Lowe and to Mount Wilson; Venice and Redondo Beach on Monica Bay; San Pedro, the port of Los Angeles, whence you may sail southward to picturesque Santa Catalina Island; San Bernardino and its neighbor Redlands and Riverside, with its quaint Mission Inn. Nearly fifty cities and towns are within easy reach by well-equipped electric lines and smooth motor-roads.

From Los Angeles southward to the Mexican border is a land of orange groves, palms, magnolias, fields of poppies—the winter garden of California. Here are the long valleys golden with citrus fruits, bordered by mountain ranges lifting snow-capped peaks to the sky. One of the many beauty spots of inland Southern California is Palm Cañon, lying under the towering brow of Mt. San Jacinto and nurturing a grove of ancient date palms.

Following the coast rail line southward from Los Angeles, with wondrous water-scapes, a four-hour ride brings the traveler to San Diego, southernmost of California's important cities. Here is said to have been the earliest settlement of white men on the Pacific coast. Across the bay from San Diego, joined to the mainland by a thin strand of white sand, is Coronado, both summer and winter seaside resort. The streets of the town are arched with palms and pepper-trees, the lawns resplendent with flowers. Bathing is available the year round. The annual polo tournament is a feature of the many out-of-door sports. A comfortable hotel faces Glorietta Bay, while a few steps away breaks the surf of the Pacific. An interesting side trip from San Diego is that to the La Jolla sea-caves and Point Loma. Fifteen miles south of San Diego is Tia Juana, across the Mexican border, a town in vivid contrast to everything American.

From Los Angeles northward all the way to San Francisco are points of interest too numerous to mention. In the inland region are the fertile valleys which supply so great a part of our people with fruit; Paso de Robles Hot Springs, Fresno, the wonderful Yosemite (open to winter visitors); the Big Trees; Sacramento, the capital city, and along the broad sweep of the coast Santa Barbara with its Mission; idyllic Del Monte and Santa Cruz, "The Atlantic City of the Pacific Coast," etc.

San Francisco, the metropolis of the Pacific Coast, with its suburban constellation, including Alameda, Berkeley, Sausalito, San José, Palo Alto, the seat of Leland Stanford, Jr., University, the great peak of Tamalpais and the Golden Gate, is a city of fascinating interest. There is much to see here—the palatial hotels, shipping from the Orient, and a cosmopolitan population. The Muir Woods are within easy access from this city. Here the California Big Trees may be seen.

Southern California offers a variety of attractive winter motor-trips. California is justly proud of her good roads. The State has 1,400 miles of concrete and asphalt highways and a network of improved roads. A quarter of a million cars are registered in California, nearly 80,000 in Los Angeles County alone. Many sight-seeing cars are operated in the winter-resort centers. The most famous road in the State is El Camino Real, the superb coastwise trunk highway between Los Angeles and San Francisco. This ideal motoring artery traverses the route followed in the olden days by the Mission Fathers. A southern connection with this boulevard is the concrete highway connecting Los Angeles with San Diego. In the mountain region of Southern California is the celebrated scenic drive which is described as "One Hundred Miles on the Rim of the World."

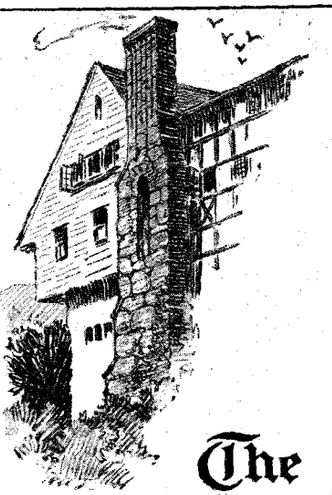
TO OR FROM CALIFORNIA

One of the pleasures of a visit to California by travelers from the East is the transcontinental trip to and from the State. No matter by what route selected, this journey is certain to disclose in rich variety the natural wonders and man-created resources of the country. While the southern and central routes have the preference in winter, numerous winter tourists avail themselves of the "circle" tours, going by one system and returning by another. Following is a brief glimpse of the more important transcontinental routes.

THE APACHE TRAIL OF ARIZONA

The New Orleans Sunset Route of the Southern Pacific system, traversing Spanish America, is the southernmost of the lines leading to or from the Pacific coast. Its eastern terminus is New Orleans, with steamship connection with New York and rail connection with the East and Middle West. Westward it extends to Los Angeles, there joining the vast network of the Southern Pacific's lines spreading over the State and continuing northward to San Francisco, thence by Shasta Route to Portland, Oregon.

Of the diverse scenic attractions of the Sunset Route, undoubtedly the most notable is the Apache Trail. The Westbound tourist availing himself of the opportunity to traverse this extraordinary pathway diverges from the Southern Pacific's main line at Bowie, thence proceeding to Globe, Arizona, by branch line. East-bound travelers leave the main line at Maricopa and proceed to Phœnix by branch line. The Apache Trail Motor Road extends between Phœnix and Globe, a distance of 120 miles. Motor-stages leave either town in the morning, reaching their opposite destination in the early evening. A midday stop for luncheon is made at The Lodge, overlooking Roosevelt Dam. The trip is one of scenic wonders, penetrating deep cañons, skirting dizzy heights a mile above sea-level, seeing the ancient gray walls of the prehistoric Cliff Dwellings, and riding across that marvelous engineering creation, the Roosevelt Dam. All these experiences are included in the ten-hour motor-ride, and all go to



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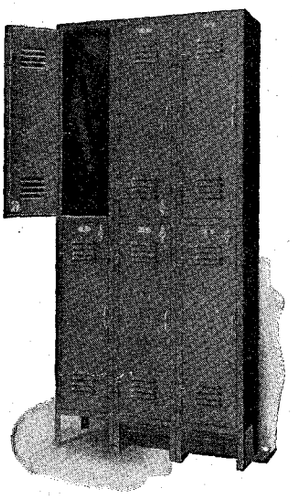

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Two through trains are operated each way daily between New Orleans—El Paso, Los Angeles, San Francisco; and one through daily train between Chicago, St. Louis, Kansas City, El Paso, Los Angeles, San Francisco, connecting at Bowie and Maricopa, Arizona, with local trains reaching Globe and Phœnix. Through tickets in either direction are available for Apache Trail trip upon payment of $15 additional. This includes railroad transportation and the auto trip. Through sleeping-cars of the Sunset Limited are operated between El Paso, Texas, and Globe, Arizona, the eastern terminus of the Trail. Through service is also available between Phœnix and Los Angeles in both directions.

THE GRAND CAÑON

The Santa Fé Grand Cañon Route from Chicago or Galveston is operated by the Santa Fé system, with direct service between Chicago and Los Angeles, San Diego, and San Francisco and connections from St. Louis; also through-train service to California from New Orleans and Galveston with Eastern rail connections.

No pen and no artist's brush has been able to convey an adequate picture of the Grand Cañon to one who has not visited it. It has no equal on this or any other continent. It is a nature marvel, distinctive, incomparable, wondrous in the *ensemble* and in every detail. J. W. Powell, one of the early scientific explorers of the Cañon, has given the following hint of its majesty:

"The whole scene is forever reminding you of mighty architectural pinnacles and towers and balustrades and arches and columns with lattice-work and delicate carving. All of these architectural features are made sublime by Titanic painting in varied hues—pink, red, brown, lavender, blue, and black. In some lights the saffron prevails, in other lights vermilion, and yet in other lights the grays and blacks predominate. At times, and perhaps in rare seasons, clouds and cloudlets form in the cañon below and wander among the side cañons and float higher and higher until they are dissolved in the upper air."

While at the Grand Cañon you will want to descend by one of the famous trails, drive along the crest, and avail yourself of the many facilities for drinking in the marvels of this wonder. This winter an unusually convenient train service to the Grand Cañon will be put in operation by the Santa Fé management. The Special California Limited, leaving Chicago each Thursday evening in January, also Thursday evenings, February 7 and 14, will arrive at Grand Cañon the following Sunday mornings, remaining at the Cañon Sundays and Mondays, leaving on Monday evenings and reaching Los Angeles on Tuesday afternoons. Passengers taking this train have the same accommodations all the way through. On other days, during the foregoing period, the California Limited connecting sleeper for Grand Cañon will remain there one day.

Other Southwestern routes to the Pacific Coast are these:

Rock Island—El Paso route from Chicago, St. Louis, or Memphis by Chicago, Rock Island & Pacific, El Paso & Southwestern, Southern Pacific, and connections to Los Angeles, San Francisco, etc.

Rock Island Scenic route from Chicago or St. Louis, Des Moines and Omaha via Rock Island system to Denver, thence through the Rocky Mountains and on to California by Denver & Rio Grande, Southern Pacific, or Western Pacific system.

Missouri-Pacific route from St. Louis, or Kansas City, by the Missouri-Pacific system to Pueblo, thence via Colorado Mountain region and Salt Lake to San Francisco via Denver & Rio Grande-Western Pacific.

The Overland route following the historic Overland Trail by Chicago & Northwestern system to Omaha, thence by Union Pacific via Portland or Southern Pacific from Ogden, westward. Tourists for San Francisco may take the "southern loop" in returning (reaching Los Angeles by either the Coast Line or the San Joaquin Valley Line, and thence reaching Salt Lake City by the Salt Lake route), or the "northern loop" via Shasta route, to Portland, thence Columbia River route, reaching the Overland route at either Ogden or Granger.

Among the northern routes available for circle tours may be mentioned the following:

Milwaukee route from Chicago to Seattle and Tacoma by Chicago, Milwaukee & St. Paul system through the Rocky and Cascade mountain scenery of the Northwest. Four hundred and forty miles of this railway have been electrified and work is in progress on an additional two hundred and eleven miles. Certain trains of the Milwaukee for California are routed via Omaha, and the Union Pacific to Ogden, thence to San Francisco by Southern Pacific or to Los Angeles by Salt Lake route.

Burlington-Northern Pacific route leading from Chicago by Chicago, Burlington & Quincy system to Minneapolis, thence to Seattle or Portland by Northern Pacific system.

Burlington-Colorado route. The Burlington system runs also certain through trains from Chicago and St. Louis via Denver over the Denver & Rio Grande-Western Pacific lines to San Francisco and over the Salt Lake route to Los Angeles. Colorado Springs, accessible by this route, is becoming more and more attractive as a winter as well as a summer health resort. Increasing numbers of tourists are coming to enjoy the tonic qualities and wonderful scenery of this Denver-Colorado Springs region.

Burlington-Great Northern route from Chicago to Billings, thence to Portland and Seattle over the Great Northern system. This route embraces some of the wildest mountain scenery of the country, traversing the northern Rocky Mountain region.

California tourists via the northern routes reach their destinations by traveling from Washington or Oregon by the direct Shasta route with connections of the Southern Pacific through inspiring mountain scenery.

DENVER AND COLORADO SPRINGS

Mountain resorts within easy access of tourists to the Pacific coast via Denver and Colorado Springs offer attractions to the winter traveler. Winter sports, including ski courses, are being developed in Rocky Mountain National Park within easy reach of Denver.

Mention of Colorado Springs as a winter resort, to the uninitiated, is apt to bring to mind thoughts of snow-clad mountains, zero weather, and arctic sports. But to the man who has tasted the exhilarating joys of an actual winter in this region it means days flooded with sunshine, crisp, dry atmosphere that invigorates, and rec-

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ollections of golf in January, of picnics and "hikes" in the cañons in February, of hard, smooth, dry roads that lead into the very heart of the mountains, accessible almost every day from November to April, of vigorous outdoor life that clears the brain and strengthens the body.

Because the Pike's Peak region is so generally known as a delightful summer playground, it is sometimes difficult for those who have not actually visited it in mid-winter to understand why the winter climate is so mild and agreeable. Colorado Springs is located at the meeting-place of mountain and plain. To the south and east slope the plains, and its location, six miles east of the base of the mountains, is just far enough to afford long hours of sunshine and to give the protection from north and west winds from which it is sheltered by the barrier of Pike's Peak and the Rampart Range, while the "divide," twenty miles north, between Colorado Springs and Denver, wards off cold north winds.

The altitude of 6,000 feet, the dryness of the atmosphere, the proximity to the pine-clad mountains, and the high percentage of winter sunshine are factors that go to the making of air remarkably invigorating.

Among the sports are golf on turf courses; motoring over any one of sixty or more fine roads; "hiking" or horseback riding over two hundred or more mountain trails; tennis, trapshooting, rabbit and coyote hunting.

Colorado, naturally, does not make the same winter appeal as California or Florida, but for the man or woman who seeks active outdoor life or who needs the invigorating, upbuilding climate, it has a distinctive charm.

TRANSPACIFIC AND COASTWISE

Present indications point to steamship sailings on the Pacific Ocean measuring fairly well up to those of last winter in spite of Government requisitions for steamships. Owing to the virtual closing of the Suez Canal and a danger zone in the Atlantic, a large volume of passenger traffic is being handled by the Pacific liners. The bulk of this traffic is composed of men on business trips. It is necessary to make bookings far ahead, presenting passports (if bound for foreign ports) with applications. Sailings are given on application only and are not guaranteed. Following is a brief outline of expected service for the coming winter:

From Vancouver ships of the Canadian Pacific Ocean Services, Limited, sail for Japan, the Philippines, and China.

From Vancouver there are also sailings by the Canadian-Australasian Royal Mail Steamships for Honolulu, Suva (Fiji), Auckland (N. Z.), and Sydney, Australia.

From Seattle sail the ships of the Nippon Yusea Kaisha (Japan Mail Steamship Company), for Japan and China.

From San Francisco sailings are afforded to Japan and China, calling at Honolulu by ships of the China Mail Steamship Company, the Toyo Kisen Kaisha, and the Pacific Mail Steamship Company.

Transpacific voyages from San Francisco to Hawaii, Samoa, and Australia are made by ships of the Oceanic Steamship Company and from the same port for Tahiti, Cook Islands, New Zealand, and

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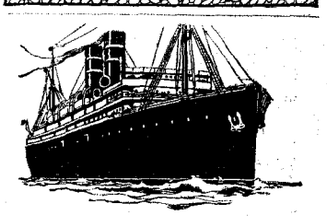

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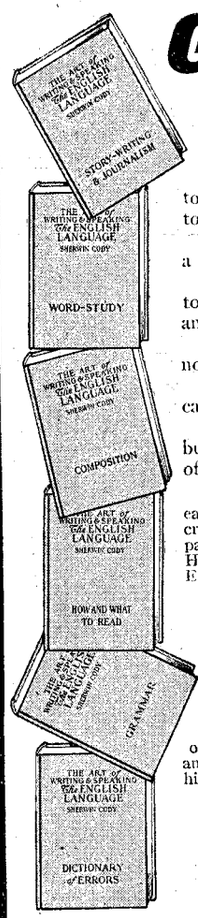

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Direct service to and from San Francisco and the Hawaiian Islands is afforded by ships of the Matson Navigation Company sailing to Honolulu, Hilo, and Kahului.

Pacific coastwise service will be considerably curtailed during the present winter. Sailings by the Great Northern Pacific Steamship Company and by the San Francisco and Portland Steamship Line will be withdrawn and such other coastwise service as remains in operation will not be given by the best steamers.

HAWAII

The call of Hawaii is irresistible to those who have once visited these possessions in the Pacific. Tourists who have seen the wonders and attractions of these islands return enthusiastic. They are apt to exclaim with Mark Twain:

"No other land could so longingly and beseechingly haunt me, sleeping and waking, through half a lifetime as this one has done. Other things leave me, but it abides; other things change, but it remains the same. For me its balmy airs are always blowing, its summer seas flashing in the sun; the pulsing of its surf-beat is in my ear. I can see its garlanded crags, its leaping cascades, its plumy palms drowsing by the shores; its remote summits floating like islands above the cloud-rack. I can feel the spirit of its woodland solitudes; I can hear the splash of its brooks; in my nostrils still lives the breath of flowers that perished twenty years ago."

While Honolulu is a port of call for nearly all ships sailing from the United States for the Orient, Hawaii will reward the tourist who allows more time than their fleeting stop in port affords. About the least period that should be allowed for an adequate visit is one month, and tourist agencies offer inclusive tours occupying about this time at a cost under $250. Direct steamship service between San Francisco and Honolulu is provided by the Matson Navigation Company. Excellent Inter-Island service is afforded by the steamers of the Inter-Island Steam Navigation Company. The Oriental lines are not permitted to carry passengers locally between the United States and Hawaii, but through tourists for China and Japan are allowed stop-over privileges.

AUSTRALIA, TASMANIA, AND NEW ZEALAND

To the American manufacturer a winter trip to Australia at this time may be combined with a profitable study of trade possibilities there and in New Zealand. It is stated that Australia, Tasmania, and New Zealand represent a market approximating $500,000,000. Before the war Germany sold in Australia alone products amounting annually to $8,500,000. The most important commercial opportunities are those offered in Auckland and Wellington (New Zealand), Hobart (Tasmania), and Brisbane, Queensland, Sydney, Melbourne, Victoria, and Adelaide (Australia). Cruises from San Francisco to New Zealand, Tasmania, and Australia, calling at Hawaii and the romantic Samoa Islands, are available by ships of the Oceanic Steamship Line.

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PHILIPPINES, JAPAN, AND CHINA

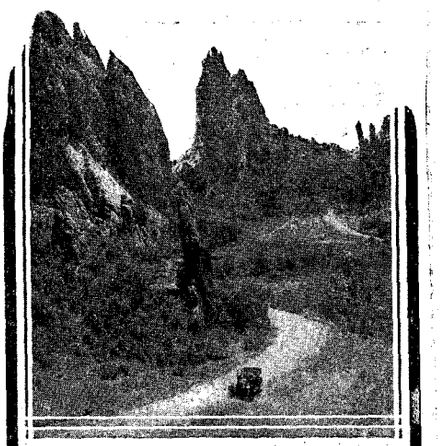
A tour of the Orient, including the Philippines, Japan, and China, is an experience to linger long in the memory. It is literally crowded with the unusual. Americans will receive a cordial welcome in Japan. The Lansing-Ishii understanding has accomplished much toward cementing the friendship of the two nations. China, too, is most friendly toward American tourists. There are trade opportunities in the Orient which are of momentous interest to Americans just now. Late winter and early spring offer the most favorable periods for a trip to Japan or China. The Cherry Blossom Tours, which reveal Nippon in the height of her colorful glory, leave the Pacific coast about the middle of February. It is not possible to outline here all the attractive itineraries which may be followed in the oriental journey. A variety of well-arranged tours are provided by the leading tourist agencies and transpacific lines. These trips occupy about three months and average about $1,500. Special "Cherry Blossom" tours to Japan via Honolulu, occupying about two months, may be obtained at costs ranging from $700 to $800. The periods in each case are estimated from San Francisco or Vancouver.

One of the most comprehensive tours of Japan and China is that which begins at Yokohama, the great seaport, continues to Tokyo, with its Imperial Palace, museums, and jinrikisha trips; thence extends through Japan to Kobe, a 400-mile rail journey, and then on to Shimonoseki. Tokyo is now connected with this port by a daily train *de luxe*. At Shimonoseki steamer is taken across the Fusan on the Manchurian Peninsula, where connections are made with the through Korea-Manchurian and Chinese Eastern Railway train. The tourist for China passes through Seoul, Mukden, Peking, Tientsin to Shanghai, returning eastward from this port. A shorter tour to China is afforded by steamship from Kobe to Nagasaki, thence by direct passage across the Yellow Sea to Shanghai.

Japanese railways are undergoing extensive improvements. On both state and privately owned lines dining-cars and sleepers are operated on all through trains. In the early spring there is great volume of tourist traffic composed largely of students' excursions and religious pilgrimages. The remarkable statue of Buddha at Nara was visited by more than 350,000 people last year. Through-trains are operated between Tokyo and Tsuruga, a port on the Japan Sea, connecting with Vladivostok and the trans-Siberian route.

Ferry service between Japan and Korea, and the islands of Shikoku and the Hokkaido is operated by the railways, thirty-six steamers being in service, handling an annual traffic including 2,000,000 passengers and 800,000 tons of freight. Car-ferry service has just been inaugurated, giving the connecting link between the main island and the island of Kyushu. Tourists who land at Yokohama this winter will see the immense new docks just completed after six years. Steamship service to Japan and China is described in detail under another heading.

Tourists to Japan are advised to secure copies of the excellent guide-books compiled by the Imperial Government Railways and the official Guide to Eastern Asia, issued by the Japan Tourist Bureau, its inquiry offices, or agencies.



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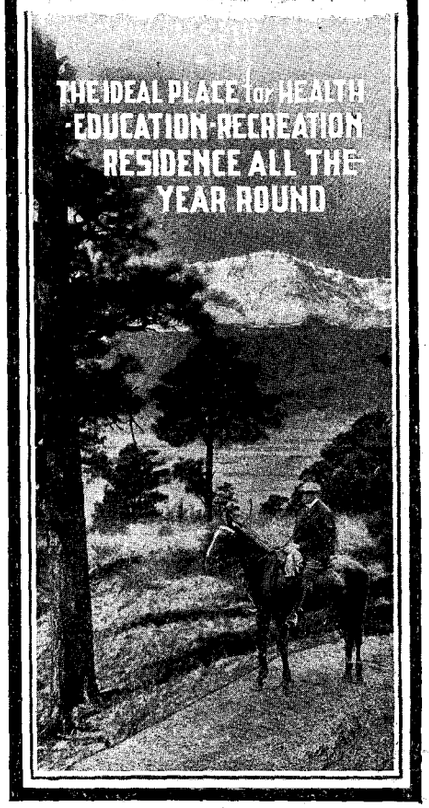

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And how would your youngsters enjoy it?

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How Abe addressed his first jury

You would enjoy a motion picture showing that. Ask your children if they would, too.

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How Abe pled for the pickanniny

A motion picture of that would touch your heart. And bring delight to your children.

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How Abe used a shovel for a copy book

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